VOL. CCXIV, No. 2795

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THE SPHERE, SEPTEMBER 5, 1953
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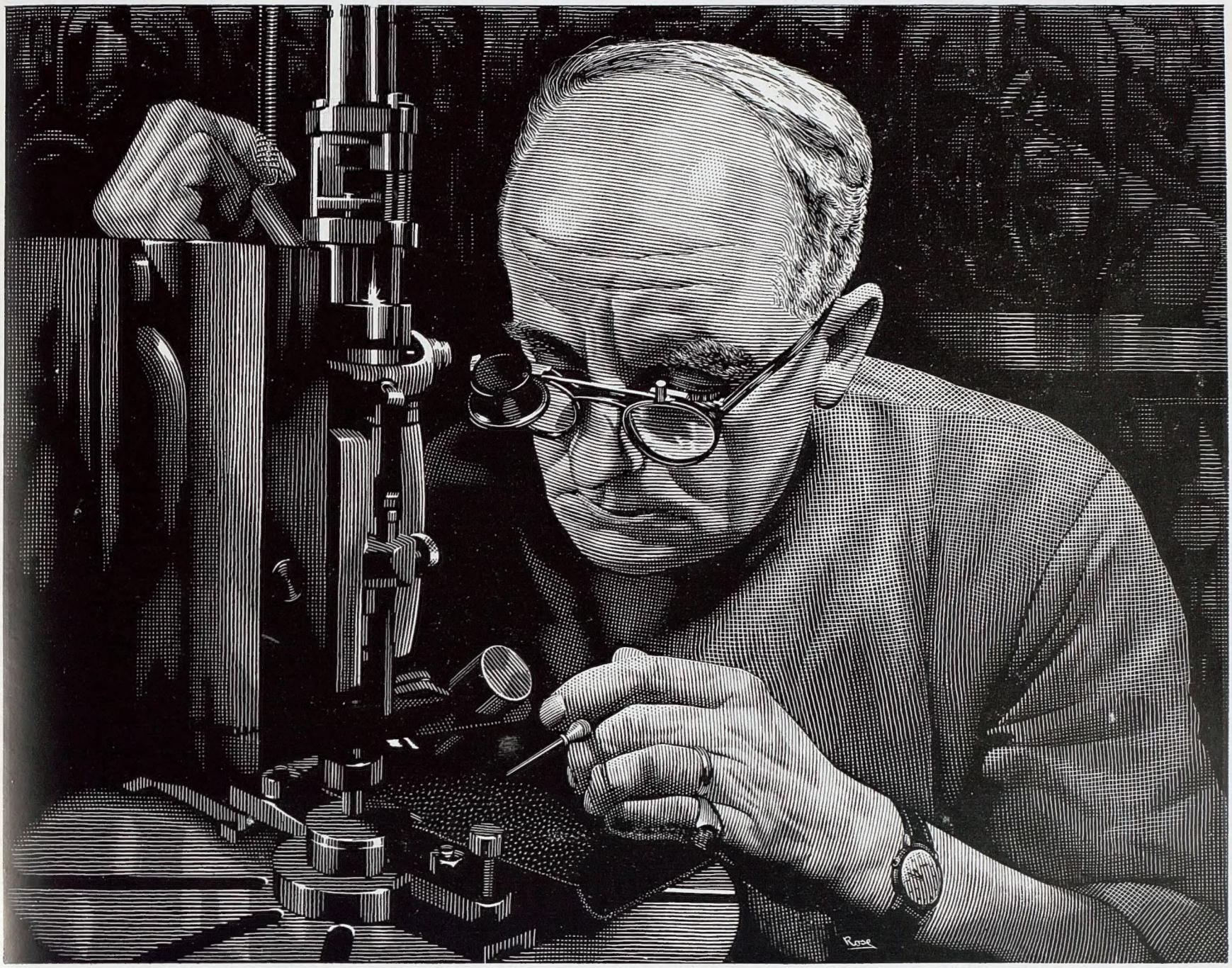
TIME IS THE ART OF THE SWISS



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THE Royal Navy, which has to maintain sea communications, regards counter-measures to the submarine threat as of first importance. Much of the new anti-submarine equipment is specialised, and demands unique capabilities and characteristics from the aircraft employed. To cover this feature of defence the Fairey Gannet is in super-priority production, and has also been ordered for the Royal Australian Navy.

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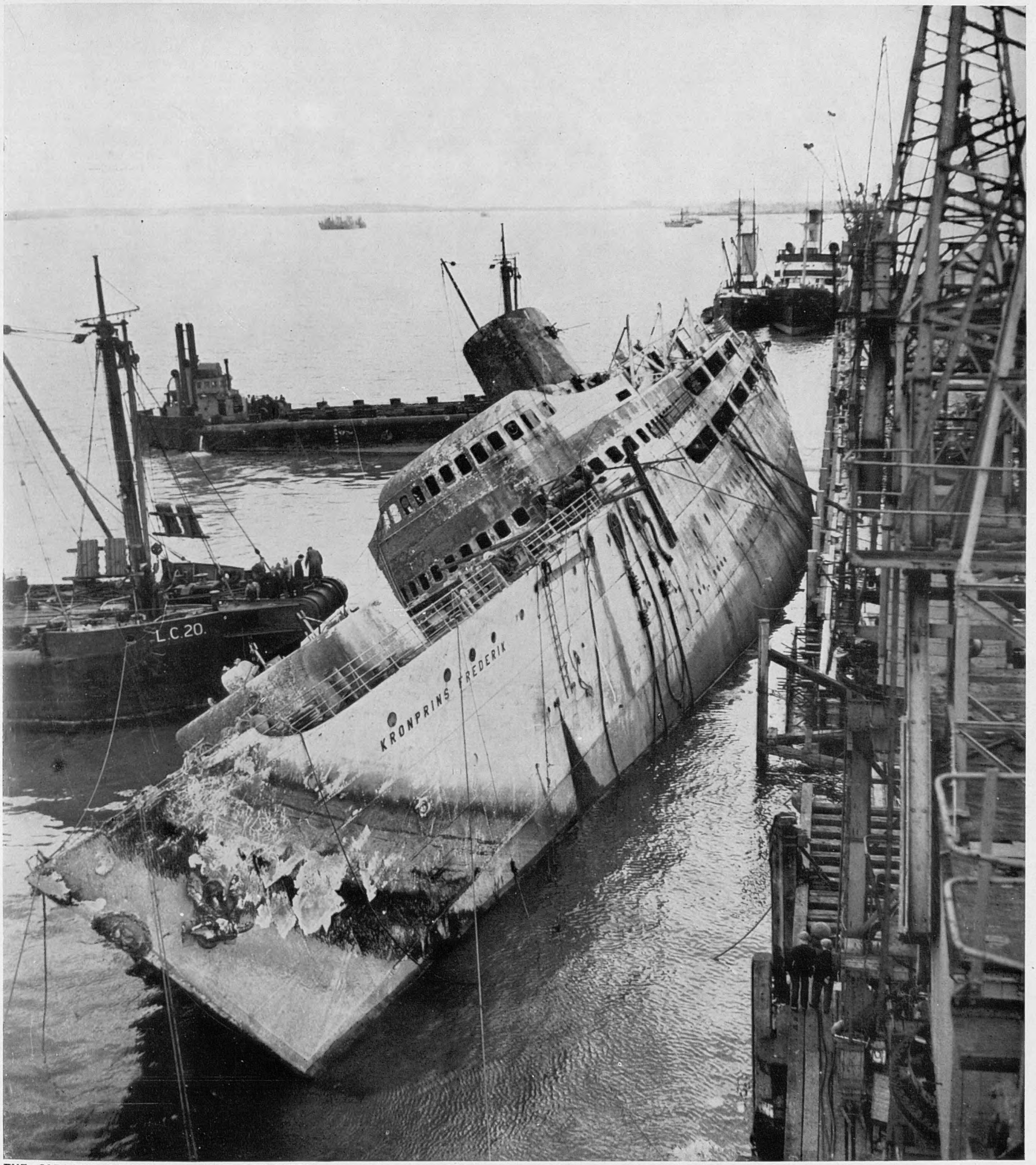
Volume CCXIV No. 2795 The SPHERE, London, September 5, 1953

The SPHERE

with which is incorporated THE GRAPHIC



THE CAPSIZED DANISH MAILBOAT REFLOATED—THE 3,895-TON PASSENGER VESSEL "KRONPRINS FREDERIK," WHICH CAUGHT FIRE AND SANK AT PARKESTON QUAY, HARWICH, LAST APRIL, SEEN AFTER SHE HAD BEEN RIGHTED AND THE HULL HAD BECOME BUOYANT: It was expected that when mud and debris had been removed from the holds the vessel would return to an even keel. When salvage is complete the *Kronprins Frederik* will be towed to Denmark to be refitted. The owners hope that she will be back on the Harwich-Esbjerg route next May, running a shuttle service with her sister-ship.

The capsizing of the Danish mailboat at Parkeston Quay last April, following a disastrous fire which broke out while her cargo of butter, cheese and fish was being unloaded, was the second disaster of its kind within a few months, the Canadian Pacific liner, *Empress of Canada*, having capsized in Gladstone Dock, Liverpool, in similar circumstances. Work has been proceeding steadily on the salvaging of both vessels in recent months, and last week the water was pumped out of the sealed hull of the Danish mailboat and she once again became buoyant, although listing heavily because of the debris in her holds. The task has been undertaken by the Liverpool and Glasgow Salvage Association. Lifting lighters, moored at right-angles to the *Kronprins Frederik*, helped to refloat the vessel, their task being to haul in the cradle of wire hawsers in which the ship was lying. The hawsers were attached to the port side of the ship by trunnions welded to the hull. (See also page 338)

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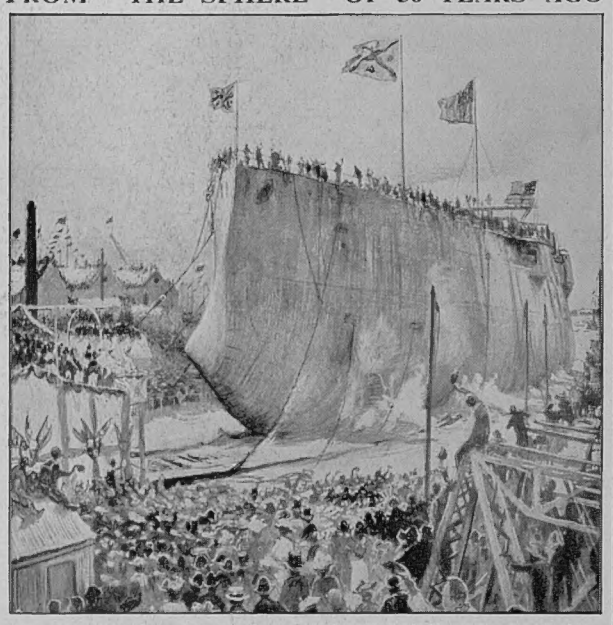
FROM "THE SPHERE" OF 50 YEARS AGO



THE LAUNCHING OF H.M.S. "DOMINION" AT BARROW: This was the scene as the massive battleship was launched by the Duchess of Argyll. The *Dominion*, which cost £1,305,744 to build, displaced 16,350 tons and could steam at 18½ knots. Her armament included four 12-in. guns and four 9·2-in. guns, as well as thirty-two smaller pieces. This battleship was certainly designed to keep her gang of stokers busy—she had no fewer than sixteen boilers which were capable of developing 18,000 h.p.

NOTICE TO CONTRIBUTORS

Drawings.—*The Art Editor will be pleased to consider artists' specimens and has an especial interest in architectural, shipping, aeronautical, industrial and scientific subjects. It is essential that contributors have a high standard of technical accuracy, as well as of artistic merit. Artists should make an appointment with the Art Editor before submitting their work, or should write to him giving a brief description of its scope if they wish to send specimens through the post. All work should bear a short description and the name and address of the contributor, together with stamps for its return through the post should this be necessary. It is essential that the copyright of all drawings is at the disposal of the owner, as* THE SPHERE *generally publishes the work only after obtaining all rights.*

Photography.—*Topical photographs of news events and of personalities in the news will always be considered. It is absolutely essential that these are fully and accurately captioned. Negatives will not be considered and photoprints should be at least* 8 *ins. by* 6 *ins. The copyright of such pictures must be at the disposal of the sender, postage included for those sent by mail.*

Manuscripts.—*Articles and Synopses should always be sent direct to the Editor and, if possible, accompanied with illustrations and photographs. In each case the pictures should be adequately captioned. Articles are required on all subjects relating to the news of the day, ranging in length from* 750 *words to* 2,000 *words.*

IN NEXT WEEK'S ISSUE

THE RACE FOR THE ST. LEGER

By Brian Vesey-Fitzgerald

A Record of the Classic Race for Stayers, and Some of the Great Horses who Have Won at Doncaster

A London Newsletter

195–198, STRAND, W.C.2.

Paying for Time.—France's three-weeks strike, which caused a great deal of inconvenience to Frenchmen and foreigners and a great set-back to production, petered out at last, not, apparently, through the strength of M. Laniel, but through the strength of the more determined unions. Such a strike, in France's economic state, was sheer recklessness, and in England, I believe, the nation would have been behind a Government which determined to break and not to treat with strikers. Party political considerations, we may assume, are stronger in France than here when a national issue arises. M. Laniel did not want to recall Parliament, fearing defeat for his Ministry, and though he did not "treat with the strikers," as he vowed he would not do, his Ministers did so for him, and the unions have won their objectives in so far as a new set of promises (more pie-crust ?) may prove effective. No sanctions against the strikers and pre-examination "favour" to be given to the question of low salaries are among the five new promises. As long as M. Laniel keeps his new promises, he will have the support of the main Government party which keeps him in power. But from what resources he is to cash his promises is his own closely-guarded secret. He has paid and played for time, and will, no doubt, whistle for a favourable wind. However, we have no right to criticise strike hold-ups, and perhaps M. Laniel knows the temper of France better than foreign observers do.

A Comfortable Seat.—I was glad to learn that the Home Secretary had accepted an invitation to become prospective candidate for Epsom, a safe Conservative seat just the right distance from London for a very busy Minister. The West Derby Division of Liverpool had long become for him a seat which he could not hold to the satisfaction of his constituents' and his conscience's demands. The sitting member for Epsom, Mr. Malcolm McCorquodale, announced last June that he would retire at the end of this Parliament, giving business reasons as the cause. Somehow, I forecast that his divorce from politics will not be permanent, and that he may be heard of again in Parliament, perhaps in another place. Meanwhile, unless the sitting Member calls for a by-election, the Home Secretary may look forward to two years or more as a representative of Liverpool in Parliament, and if he remains as Ministerially busy as he has been this year, his efforts to remain a perfect M.P. may impose a terrible strain on his physical powers. It would go hardly with his successor in Liverpool if they grew small by degrees and beautifully less, and he would be the last to allow it. A by-election in such cases is the right procedure and the result is assured.

A World of Plenty.—The political principle on which the Western Powers work is economic in the main. The more food there is to eat for the ever-growing world population, the less wickedness is there for the devil or the Communist to plan and plot. An empty belly is the best breeding-ground for Communist germs. And now it seems there is a world of plenty in sight. The granaries of the wheat-belts of the world are glutted. Barley, oats and maize promise bumper crops. Burma signals a rice surplus which will relieve the Asiatic demand for wheat. There is a glut of sugar; fats and oils are back to pre-war level. All of which means more meat—already easier here—and especially pig-meat. All of which also suggests that Western Governments, and especially our own, should cry *sursum corda* and take a chance where the odds are small, by rejecting the "counsel of the old men," such as Lord Boyd-Orr, who saw starvation for the world round the corner, and to give up storing food, release shipping and food barges, and take off more controls, rationing and Government buying. Mr. Lloyd George, a shrewd and careful man, is urged to bank on a world of plenty, and his hesitations are regarded as reactionary. Commodities and materials also, such as jute, magnesium and sulphur, are in better supply, and the cry for freedom from control and Government interference extends to them also. Hemp will soon be free, why not these others? I suppose there may be still many a slip between the field and the elevator or the warehouse, but certainly world shortages seem to be ending and some of our sub-Ministries are growing redundant. There seems to be a fair chance in 1954 for initiative in industry and a concentrated effort to improve our trade.

Capital of Culture.—It took six years for Edinburgh to build up her reputation and claim to be the cultural capital of the world—for an autumn season. Those who direct the Festival have won the claim for Edinburgh by rejecting "box-office" as the be-all and end-all of productions. Edinburgh has prospered in reputation rather than in pocket, and many a splendid production has been entered upon with the certainty of heavy financial losses. And to-day the cultural capitals of Europe send their best to Edinburgh, and even Salsburg takes second place in its own lines. The great orchestras came from Rome and Vienna, the ballet from New York, the French sent their best actors from Paris, there was an exhibition of Renoirs, London gave its best and Glyndebourne provided three operas, including Stravinsky's *The Rake's Progress*. And T. S. Eliot's new play, *The Confidential Clerk*, had its première in Edinburgh. Nobody supposed that each

A PULSE JET ENGINE FOR BRITAIN

A NEW BRITISH JET ENGINE DEVELOPED FROM THE GERMAN V.1: This new pulse jet engine, which looks rather like an oversized pocket telescope, has been developed by Saunders Roe Limited, and it will be mainly used to propel helicopter rotor blades from the tip in place of the conventional vertical drive from an engine in the fuselage. The main disadvantages of this type of engine are the great amount of noise made and, to a smaller extent, its high fuel consumption, but neither of these two points detracts from its value for military purposes. The greatest asset is the simplicity of design. There is virtually nothing in the engine which can go wrong. The high fuel consumption is compensated in the saving of space by the smaller engine.

MADAME JACQUELINE AURIOL'S BIG BANG

THE DAUGHTER-IN-LAW OF THE FRENCH PRESIDENT BECOMES THE SECOND WOMAN TO EXCEED THE SPEED OF SOUND: Madame Auriol broke through the sound barrier for the first time last week-end, piloting a French Mystère IV fighter at the Bretigny Training Centre. Until last May Madame Auriol held the women's world-speed record for 100-kilometres level flight at 531 m.p.h. On the 19th of that month an American, Jacqueline Cochrane, created a new record at 652 m.p.h.

selection was a likely winner from a box-office point of view. Somebody pays for it all, and the urge to be in the fashion, to be up-to-date, to be on the scene, can induce even those who in their hearts prefer Gilbert and Sullivan or *Much Binding*, to spend a great deal of money and use up a part of their holiday-time, to earn the laurels of the High Brow. It is possible, of course, that the citizens may be the first to grow used to their Festival and to neglect it. Few Oxford people ever visit the Bodleian or the Ashmolean. A cultural centre is usually supported by outside benefactors and devotees.

Slaughter of Horses.—It is a characteristic of our race that stories of cruelty to animals evoke our horror and stir our conscience quicker than do stories of cruelty to human beings, even children. I am sure it is so, and that it is not so among the Latin races; and our loathing of cruelty to animals is strongest with those animals most loved as the friends and companions of Englishmen—horses and dogs. Farm mechanisation has enormously reduced the horse population in England. In 1938 horse meat was not popular, and no more than 17,000 horses were slaughtered for all purposes. Ten years later the figure rose to 85,000. Last year it was 62,000. In 1920 there were 1,500,000 horses employed on farms. In 1952 no more than 370,000. Nevertheless, the Committee of Enquiry into the slaughter of horses was supported from all quarters and its report is now available. In some ways, it is comforting. Stories of cruelty have been exaggerated. There is little or no evidence of callous indifference to suffering in the act of killing. The cruelty is found in the setting, in antiquated crowded stables, where the victims awaiting slaughter are sometimes herded together in the sight and smell of the shambles, inadequately fed and watered; still more in the transport arrangements when their sufferings on sea and land are quite certainly often great. It is small consolation to any decent Englishman to learn that these sufferings—quite unnecessary—are not due to sadism but to mere carelessness. For what is cruelty to men or beasts in ninety cases out of a hundred but bestial carelessness and bestial lack of imagination and sympathy? The professors may theorise and even experiment, but we do not and we never shall know whether a wounded rabbit or bird, dog or horse, suffers as much as a human or has the same apprehension of death as we have. But what is certainly right, and what sentient humans demand, is that we should always assume that animals feel as we do, and take steps to ease their sufferings and fears as we should try to do for humans. To secure that, we must have sentient men in control, men who regard carelessness and lack of imagination as crimes unspeakable, and every local authority or other authority having jurisdiction over the transport and lairage of doomed animals should choose men for inspecting duties with infinite care, and see that callousness is punished instantly and rigorously. There is no clear line of demarcation between men and brutes.

Argentine Asks for Capital Investment.—It is good that the Argentine has greatly improved her economic position in the last year, curbed inflation and reduced the cost of living. General Peron, on the strength of this improvement, appears to be reversing his policy and strenuously encouraging foreign capital to flow in. In England some of us must remember the past, and must still hesitate to throw good money after bad. It may be the American investor will be in a stronger position to safeguard his rights, if he try again to become a proprietor in Argentine industry. What I fancy no English capitalist would care to do, even if he were allowed to try, would be to invest in an English concern in that country. Compensation for nationalised or expropriated foreign undertakings may look all right on paper, but somehow one's experience is that the money originally invested does not at long last return bearing its sheaves with it. And the new Bill to authorise foreigners to invest in Argentine mines and other industries does not sound very attractive to those who like to chop and change their investments and take quick profits. To take 10 per cent. of your capital out after ten years is a long-term affair attractive only to those who have faith and patience and money to spare.

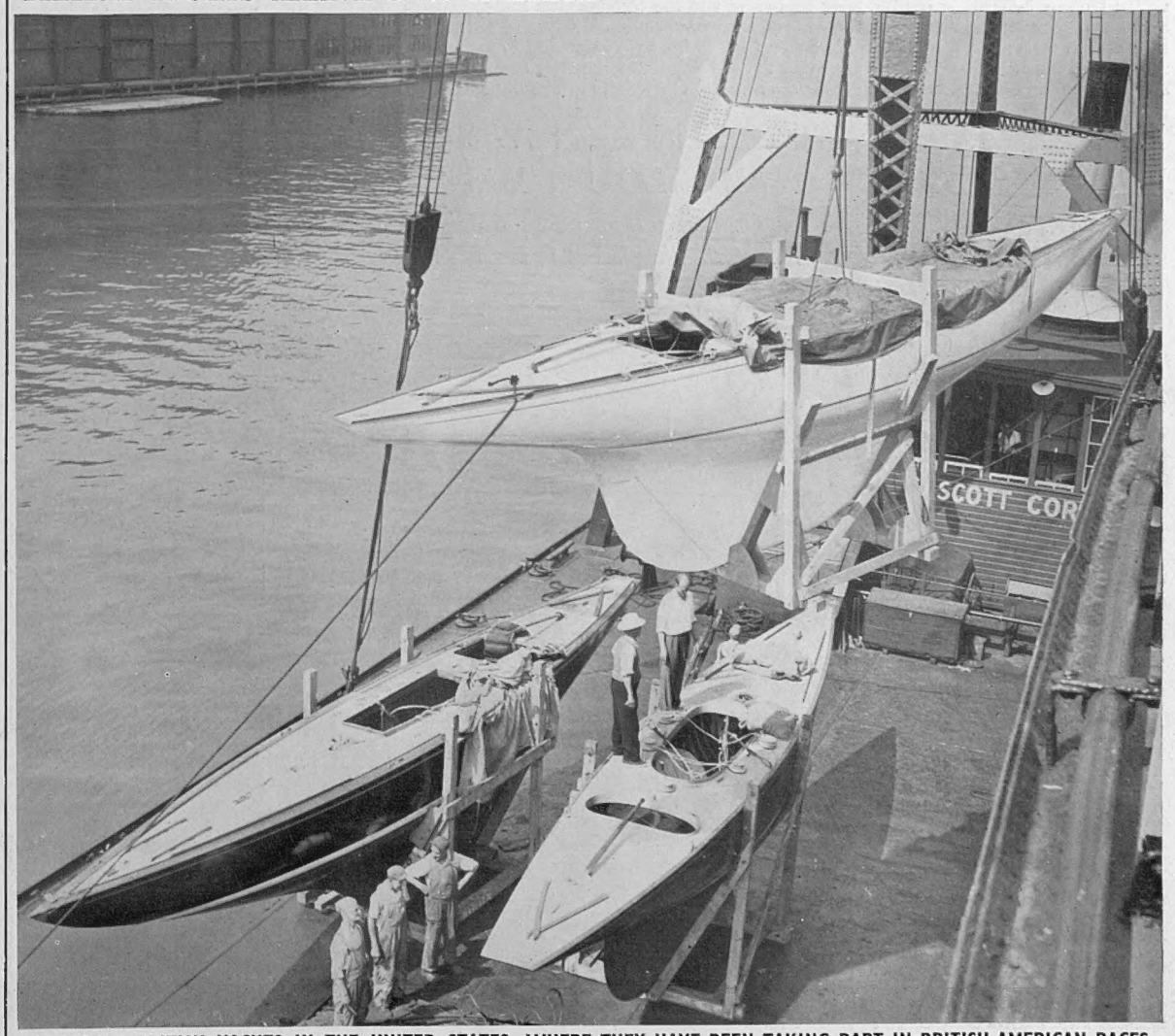
The Monster in the Firth?—For half-an-hour last Sunday I watched a school of porpoises breaking surface and playing close inshore off Rosemarkie, on the Black Isle. It is a common sight, but always delightful and exciting to watch. I dare say there were fifty of them in the school, and while their play lasted they "made the patterns" of almost every manifestation I have read about of the "monster" of Loch Ness. One would surface to make the monster's head, two more in the middle represented his humps and a fourth his tail. By the end of the play, I felt almost certain that porpoises are the explanation of the Loch Ness Monster. Almost, but not quite. The testimony of Lord Eldon and Lord Lovat, who observed the monster a few years ago in Loch Ness, at close quarters and through glasses, convinced me at the time of the monster's existence, and although the Firth porpoises often created the pattern of what they saw in Loch Ness, the porpoises never held the pose for as long as those very credible witnesses observed the monster. For that reason, my belief in the monster is not entirely destroyed, but except in point of *duration* of its appearances, the porpoises provide all the answers to the legend of Loch Ness.

THE OLD STAGER

THE QUEEN'S BEASTS ARE SHOWN IN A HISTORIC SETTING

THE QUEEN'S BEASTS ON VIEW IN THE GREAT HALL OF HAMPTON COURT: Visitors are seen inspecting the Beasts, which are now being shown to the public. From left to right are the Lion of England, the Greyhound of the Tudors, the Yale of the Beauforts, the Dragon of the Tudors and the White Horse of Hanover. The Beasts were the guardians to the Annexe to Westminster Abbey, which was built for the Coronation, and they were designed by Mr. James Woodford, R.A. Now that the Annexe has been demolished, the Ministry of Works, who are responsible for the Beasts, face the problem of where they are to be preserved. Their housing at Hampton Court Palace is only a temporary one. The public have not been backward in offering suggestions as to where the emblems could be kept, and many people have written letters to the daily papers. Suggestions have ranged from the British Museum to Commonwealth countries. The Ministry of Works have not yet decided where the Beasts can be finally accommodated, but they say that they will most definitely be preserved.

BRITISH YACHTS ARRIVING AT AMERICA



UNLOADING BRITISH YACHTS IN THE UNITED STATES, WHERE THEY HAVE BEEN TAKING PART IN BRITISH-AMERICAN RACES: The yachts are seen as they are lowered from the cargo liner *Alsatia* in New York. The yacht in the slings is the *Titia* and the two on the quayside are the *Marilette* and the *Marletta*. Standing on the former are Captain Parker and Captain Avery, who accompanied the yachts on the crossing of the Atlantic. These three 6-metre-class vessels were entered for the British-American Cup Races held at Oyster Bay, New York, last Wednesday.

PRINCESS MARGARET OPENS THE NEW NURSERY SCHOOL AT ABERLOUR ORPHANAGE, BANFFSHIRE: Her Royal Highness, in company with the Warden of the Orphanage, the Very Rev. C. A. E. Wolfe, inspects the nursery after the opening ceremony. She is seen in the new play parlour chatting with little Sandra Black and Nurse Logan. The new extension to the orphanage, a converted mansion overlooking the Spey Valley, has been named the Princess Margaret Residential Nursery School. It has the latest equipment and can accommodate thirty children. Built by the Board of Governors as a thanksgiving for victory, it commemorates old boys and girls and others who gave their lives in the Second World War. More than £14,000 has been subscribed to the building fund. In her speech the Princess said that it was clear that the orphanage was a happy one and was a home and not an institution. She appealed for support for the Board of Governors in the work of maintaining the school.

PRINCESS MARGARET OPENS the NEW SCOTTISH NURSERY SCHOOL at ABERLOUR, BANFFSHIRE

The School, Which Bears the Princess's Name, Has Been Built as a Thanksgiving for Victory in the Second World War

THE SECOND ANNUAL RALLY OF THE CLAN HAY—THE PROCESSION FROM DELGATY CASTLE TO THE MAIN MARQUEE: The gathering of 600 clansmen at the fourteenth-century Hay seat near Turriff, Aberdeenshire, took the form of a family reunion. Preceding the Countess of Errol, thirty-first Chief of Clan Hay, are Slains Pursuivant Mr. Michael McLaggan, personal herald to the Countess, and the Clan Commissioner Captain John Hay of Hayfield. In the rear are clansmen bearing standards and replicas of the Hay badge.

THE PRINCESS RECEIVES A BOUQUET AT THE OPENING CEREMONY OF THE NEW NURSERY: During the ceremony the Bishop of Moray, Ross, and Caithness conducted a short service of dedication. It was the third occasion that a member of the Royal Family had visited the orphanage.

A JOYFUL INTERLUDE AT THE SAND-PIT: The Princess watches the children enjoying themselves with the sand. Near by is a paddling-pool.

THE MAIN CAMP OF THE BRITISH NORTH GREENLAND EXPEDITION ON A PROTECTED BEACH ON THE SHORES OF BRITANNIA LAKE: Into this camp 60 tons of supplies have been ferried in by air in order to maintain the expedition, which has another year's field work before it, exploring the structure of the Greenland ice-cap. The stores were flown in by Sunderlands of Coastal Command. The airlift had to be completed before the ice closed in on the lake.

On left—

SOME OF THE 60 TONS OF STORES AT THE EXPEDITION'S MAIN BASE: Oil drums, food supplies and other equipment at Britannia Lake after being ferried by air out from Young Sound.

COMPLETING THE ARCTIC AIRLIFT

Sixty Tons of Stores are Flown from Young Sound to Britannia Lake to Meet the Needs of the British North Greenland Expedition

A SUNDERLAND COMES BACK FOR MORE: One of the aircraft of Coastal Command arriving back at Young Sound after completing a haul to Britannia Lake. Some of the supplies still waiting to be ferried are seen in the foreground of the picture. In addition to flying stores the Sunderlands also ferried out four new members of the North Greenland Expedition.

MR. VISHINSKY ACCUSES THE ALLIES OF WRECKING THE KOREAN TRUCE AT THE UNITED NATIONS ASSEMBLY: The Soviet delegate is seen delivering a tirade against the United Kingdom delegate, Sir Gladwyn Jebb, who looks as if he has heard it all before, and the American delegate, Mr. Cabot Lodge. The wrangling which went on at the United Nations last week was over the all-important question as to what nations should attend the Korean Truce Conference. The issue was confused not a little by the "split" between the United States of America and the United Kingdom on this subject and matters of general policy. India's withdrawal much improved the situation.

On right—

ANOTHER CAMERA IMPRESSION AS MR. VISHINSKY DELIVERED HIS TIRADE: Soviet Russia had been recommended a seat on the Korean Truce Conference with the proviso "if the other side desires it." Mr. Vishinsky tried hard to have this clause altered.

Below on right—

A GENERAL SCENE OF PREOCCUPATION AT THE UNITED NATIONS: The delegates of the three big Powers are seen during a speech by the South Korean Foreign Minister, Y. T. Pyun, who openly accused India of trafficking with Communist aggressors.

LODGE, JEBB and VISHINSKY

The Difficult Task of Deciding Who Should Attend the Korean Truce Conference is Discussed at the United Nations

THE SOUTH KOREAN FOREIGN MINISTER AT THE UNITED NATIONS: South Korea did not want India to attend the Korean Conference. The Minister made an unusually bitter speech against India.

DISCUSSING THE MOROCCAN PROBLEM AT THE UNITED NATIONS: The French Ambassador to the United Nations, M. Henri Hoppent, is seen addressing the Assembly on the vexed question of the Protectorate. On his right is William Borberg, of Denmark, and on his left is Alexis Kyrou, the Grecian delegate to the United Nations. In 1952 France refused to allow her Moroccan problems to come before the United Nations delegates.

CASTELGANDOLFO and RAMBOUILLET

The Pope and the French President Both Receive Important Guests at their Summer Residences

In the heat of late summer days in France and Italy diplomatic exchanges are inclined to take place outside the city confines, and in recent days there have been important meetings both at Castelgandolfo, the summer residence of the Pope in the Alban Hills, and at Rambouillet, that pleasant chateau which lies in the woodlands to the south-west of Versailles.

At Castelgandolfo last week the Pope received the Spanish envoys who had just signed the new Concordat with the Vatican. This is a truly important step forward for Spain, which has been very much out in the diplomatic cold since the Spanish Civil War. Despite the most friendly approaches from Catholic Spain, the Holy See was inclined to hold Franco's Government at arm's length. Persistence has paid, however, and Artajo, the Spanish Foreign Minister, has added yet another diplomatic triumph to his bag. He has, indeed, played a vital part in helping his country to weather the difficult years of non-recognition, as witness his goodwill mission to half-a-dozen Muslim Courts last year, when there was much talk of an anti-Communist coalition, a Union of Cross and Crescent.

The visit to Rambouillet of the Emperor Bao Dai of Indo-China did not produce the same conclusive results as the Spanish mission to Italy. It did seem after the conversations, however, that Foreign Minister Bidault saw the chance of the coming Korean Truce Conference to seek the conditions for a settlement also in Indo-China, where France has expended so much in man-power and resources.

THE POPE AND HIS GUESTS AT HIS SUMMER RESIDENCE AT CASTELGANDOLFO: Ernesto Zulueta, Chief of Cabinet of the Spanish Foreign Ministry; Alberto Martin Artajo, Spain's Foreign Minister; Pope Pius XII; Fernando Maria Castiella, Spanish Ambassador to the Holy See; and Mario Ponce de Leon, Minister Counsellor of the Spanish Embassy to the Holy See. They posed for this official picture after the new Concordat between the Holy See and Spain had been duly signed at Vatican City in the Hall of Congregations, the diplomats later driving out to Castelgandolfo in order to be received by His Holiness.

AFTER THE NEW CONCORDAT HAD BEEN SIGNED BETWEEN SPAIN AND THE HOLY SEE: Alberto Artajo, the Spanish Foreign Minister, talking with Mons. Domenico Tardini, Pre-Secretary of State for Ecclesiastical Affairs at the Holy See. The Spanish Ambassador to the Vatican is seen in the foreground on the right.

SIGNING THE HISTORIC DOCUMENTS: Watched by the Spanish Foreign Minister (seated left), Tardini, Pre-Secretary-of-State for Ecclesiastical Affairs, and Fernando Castiella, Spanish Ambassador, sign the Concordat between Spain and the Vatican.

On right—

PRESIDENT AURIOL MEETS THE EMPEROR BAO DAI AT HIS SUMMER RESIDENCE AT RAMBOUILLET: Premier Joseph Laniel and Vice-Premier Reynaud are seen on the President's right hand, and on his left hand are the Emperor and M. Georges Bidault, the French Foreign Minister. The Emperor's discussions with the French leaders have now been interrupted, and Bao Dai left Paris last week-end for a rest cure at Evian. When the discussions finished, it seemed fairly clear that there was still a wide gap between the Emperor's claim to enter into an association with France on equal terms and the French anxiety to preserve the full authority needed to direct the military campaign in Indo-China. The question has been exacerbated by an internal Vietnamese crisis, with tension developing between the Emperor and his Prime Minister, Nguyen van Tam. It is understood that Van Tam has been advised to visit France to make his position plain. The Chateau of Rambouillet is a fourteenth-century building situated in a park of 2,500 acres. It was one of the homes of Catherine de Medici and Henry IV, and although it is nominally reserved for the President, it is open to the public when he is not in residence. One of the show places of Rambouillet is the room in which Napoleon spent the last night before he left for his exile in St. Helena.

A COSTLY UNDERTAKING AT THE HARWICH DOCKS: This was the scene last week as salvage vessels stood by to assist the Danish mailboat as she was being pumped free of water preparatory to being raised to an upright position. The vessel was burnt-out during April following a fire which started when her cargo of butter, cheese and fish was being unloaded. The *Kronprins Frederik* capsized as a result of the weight of water which was pumped into her by the fire brigades which fought the blaze. The two lifting lighters, it will be seen, are moored at right-angles to the *Kronprins Frederik*, and it has been their task to haul in the cradle of wire hawsers on which the ship lay. The hawsers, each with a breaking strain of 265 tons, were attached to the port side of the boat.

RAISING THE DANISH MAILBOAT AT HARWICH

Salvage Operations at Parkeston Quay on the 3,895-ton Passenger Vessel "Kronprins Frederik"

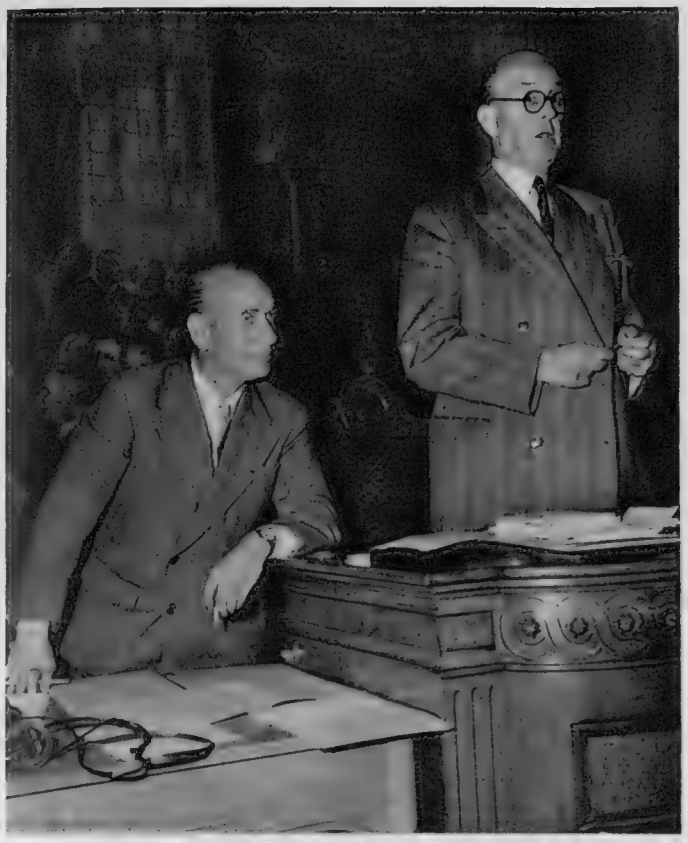
HOW THE HAWSERS WERE ATTACHED TO THE "KRONPRINS FREDERIK": They were fixed to trunnions welded to the hull plates and capable of meeting the strongest pull of which the salvage vessels were capable.

THE BIG LIFT GETS UNDER WAY: This view, taken from the quayside, shows the Danish mailboat as she became buoyant after the water had been pumped from the hull and the lighters began the task of lifting her. She is to be towed to Denmark for refitting.

THE "KRONPRINS FREDERIK" ON THE DAY AFTER THE DISASTER LAST APRIL: The vessel lying on her side after fire brigades from all parts of East Anglia had fought the great blaze. One hundred and fifty men using fifteen fire pumps were on the scene at one time.

BRITONS IN SCANDINAVIA

Delegates to the One World Movement Meet in Copenhagen; the Lord Mayor of London Pays a Visit to Denmark; Mr. Herbert Morrison, the Guest of the Swedish Prime Minister



BRITAIN'S LIBERAL LEADER ADDRESSES THE ONE WORLD MOVEMENT: Mr. Clement Davies (right) seen as he presided at one of the sessions at the Congress, which has been held in Copenhagen, more than 450 delegates from thirty countries attending. Mr. Davies told the Congress that it was his hope that the United Nations would develop into a world Federal State.

THE DANISH MINISTER FOR FOREIGN AFFAIRS GIVES A RECEPTION FOR MEMBERS OF THE ONE WORLD MOVEMENT: Mr. Ole Bjorn Kraft shaking hands with Lord Boyd Orr. Lady Boyd Orr is seen (centre) talking with the wife of the Danish Foreign Minister. The members of the One World Movement were entertained by the Danish people with their usual hospitality. While the Congress was in session the delegates were called upon to adopt a proposal for a new United Nations Charter.

On left—

MR. MORRISON VISITS THE SWEDISH CHEQUERS: The Labour leader seen with Mr. Targe Erlander, the Swedish Premier, on the steps of Harpsund, the manor house which is used by the Swedish Premiers as a holiday residence. Mr. Erlander's two sons, Sven and Bo, are also seen in the picture. While in Sweden, Mr. Morrison was also the guest of Mr. Nystroem, Governor of the West Swedish Halland Province. On August 21 he flew from Stockholm to Helsinki, Finland, and he was received last Sunday by President Pasakivi at his residence.

THE VISIT OF THE LORD MAYOR OF LONDON TO COPENHAGEN: *Left*—Sir Rupert De la Bère with Queen Ingrid and King Frederick at the Amalienborg Palace, where he was received in audience. *Right*—Sir Rupert and Lady De la Bère and the City Sword Bearer with Mr. H. P. Sorenson, the bearded Burgomaster-in-Chief of Copenhagen. Sir Rupert's official visit to Copenhagen was as the guest of the City Council. He travelled to Denmark on the Danish ship *Primula*, landing at Esbjerg, where he was received by the Mayor, and afterwards going on to Odense, the birthplace of Hans Andersen.

THE EAST GERMAN PREMIER IN MOSCOW : Herr Grotewohl (seen on right with Mr. Molotov) inspects a guard of honour on his arrival at Moscow Airport at the head of the delegation, which later signed an agreement with the Soviet Government.

With the approach of the elections in Western Germany the political parties have thrown themselves into intense activity. None has been more eager than the two extreme parties, the Communists and the neo-Nazi Reich Party.

The Communists were quickly off the mark—in Moscow. There, Herr Grotewohl, the East German Prime Minister, led a delegation to the Kremlin, and signed an agreement with the Soviet Government. Under the agreement, Russia agrees to cancel reparations payments, return industries taken over after the war, and to limit the occupation costs. Besides giving Mr. Malenkov an opportunity to attack the West German Government, and confirming Herr Grotewohl in his position, the signing of the agreement serves mainly to influence West German opinion. No doubt the Communists hope for a change of attitude towards the West, with whose policies Dr. Adenauer's Government is so closely associated.

The campaign of the German Reich Party reached a climax when Dr. Werner Naumann, a former Nazi propaganda chief, announced his intention of standing for election. There was considerable relief when the Government of North Rhine-Westphalia announced that Naumann had been classified as a major Nazi, Grade II., which deprives Naumann of the right to stand for the Bundestag and to engage in any political activity. The German Reich Party itself is not affected; whether they are the losers by the Government's decision remains to be seen.

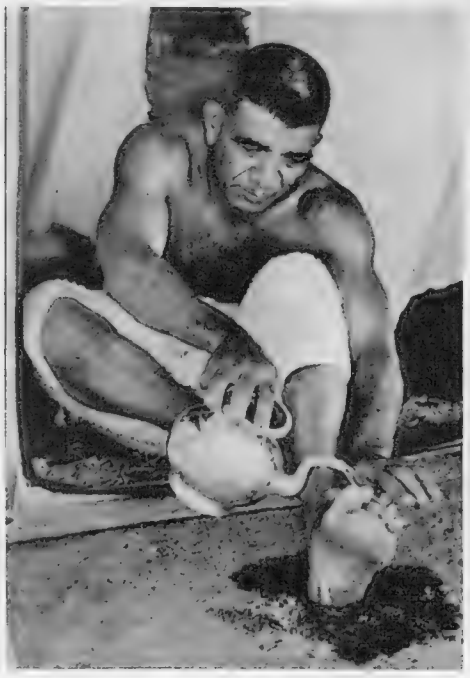
ROUND THE WORLD

The Foreign News in Pictures from Moscow and Melbourne; Cairo and Rangoon; and Monroe, Washington

MR. MORGAN PHILLIPS IN RANGOON : The General Secretary of the British Labour Party holding a Press Conference at Rangoon shortly after his arrival. Mr. Phillips, who is also President of the Socialist International, was paying his first visit to Asia, to meet leaders of the Asian Socialist Party. During his three weeks' tour he also visited Bombay, Hyderabad, Karachi and Tel-Aviv.

TWO KINGS AT BETHLEHEM : King Faisal of Iraq (left) and King Hussein of Jordan, in uniform, seen at the Church of the Nativity in Bethlehem. King Faisal has been paying a visit to King Hussein; the eighteen-year-old Kings were at school together at Harrow. After paying a visit to his father, ex-King Talal, at Constantinople, King Hussein is returning to London this month to undergo a second operation to cure his sinus trouble. The King's previous operation had been in London last year. After treatment King Hussein is to go to Switzerland for a few days' convalescence. His mother, Queen Mother Zein, who is accompanying the King, will herself undergo a course of treatment in Switzerland.

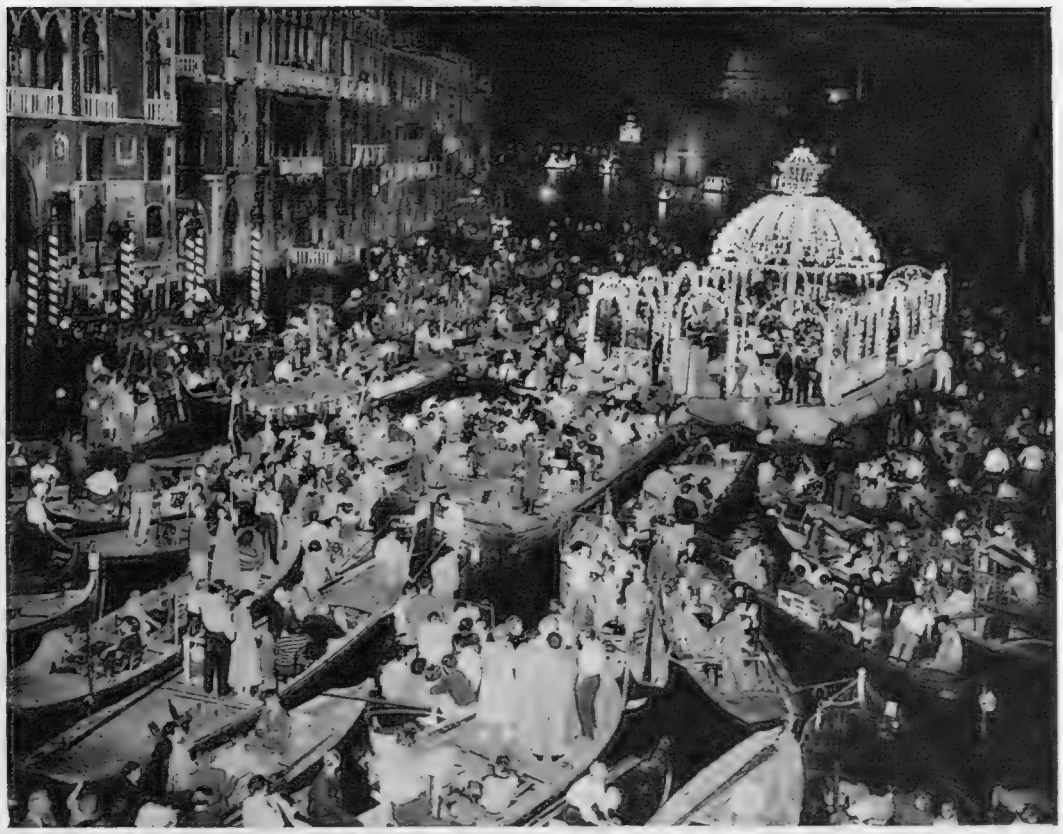
COMMUNITIES IN MALAYA ARE WARNED BY THE HIGH COMMISSIONER : General Sir Gerald Templer warns tappers and labourers on an estate near Serembam, in Malaya, that unless they stop giving food and aid to Communist terrorists they will lose their jobs. The High Commissioner is continuing his drive throughout Malaya to cut off the source of terrorist supplies, and his personal intervention in villages and isolated communities has met with considerable success.



On left—

GENERAL NEGUIB WASHES HIS FEET : Before entering the Great Mosque at Mecca to pray, General Neguib washes his feet in the traditional manner. The Egyptian President has been making his pilgrimage, often bare-footed, accompanied by three members of his Cabinet, including Major Salem, the Minister for National Guidance.

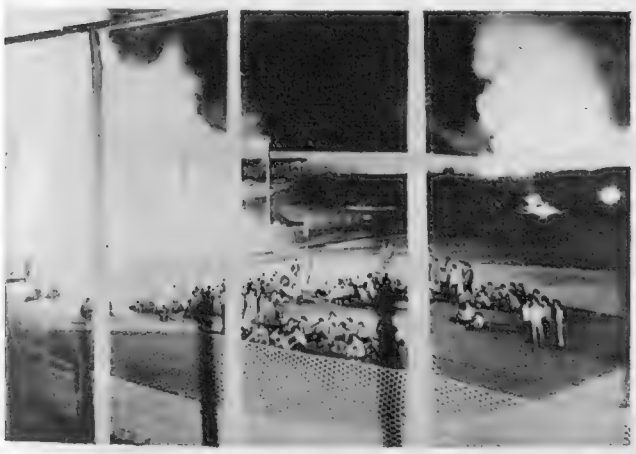
AN UNHAPPY TIME FOR DR. NAUMANN : German police move on to the rostrum during an election meeting in Kiel, while Dr. Werner Naumann (left) and his party leader, Werner Bohl, stand away from a shower of rotten eggs and tomatoes. Police closed the election rally held by the Neo-Nazi German Reich Party, before Dr. Naumann could speak, "because the lives and health of those present were in danger." Later the Government of North Rhine-Westphalia classified Naumann as a major Nazi, which deprives him of the right to engage in political activity, thus cutting short his aspirations in the forthcoming elections. Dr. Naumann was a Secretary of State in Goebbels' Ministry of Propaganda, and was nominated by Hitler in his testament to succeed Goebbels.



OPERA MUSIC ON THE GRAND CANAL : Scores of small craft follow the illuminated barge carrying an orchestra, as it glides majestically down the canals of Venice. The orchestra played music chosen from the works of Wagner, Verdi, Puccini and other composers of opera. This latest carnival in Venice was an added attraction to the many visitors to the city for the annual film festival. This year much interest was aroused by the appearance for the first time, of film stars from Russia. The Soviet Union with three films entered is among twenty nations competing in this year's Festival. British films won the first two prizes for documentaries.

ITALY'S NEW PRIME MINISTER GETS HIS VOTE OF CONFIDENCE : Signor Pella addressing the Chamber of Deputies, which gave him and his Christian Democrat Government a good send-off. Signor Pella's majority of 100 in the Chamber followed a similar majority in the Senate, and the work of government, especially the Budget and Foreign Policy, can now be resumed after over two months of political crisis. During his speech, often noisily interrupted by left extremists, Signor Pella declared that Italy would support all initiatives which aimed at promoting peace "with deeds and not only with words."

A FEAST FOR THE QUEEN OF TONGA : Many a dainty dish was set before the Queen of Tonga on her visit to Wallaby Creek, near Melbourne. Queen Salote was warmly welcomed when she arrived at Melbourne in the liner *Orontes*, in which she is returning to her island after her Coronation visit to this country. Queen Salote was greeted by Mr. John Case, the Premier of Victoria, as the first reigning Queen to visit the State, and spent a busy two days touring Melbourne and the surrounding country.



ANOTHER AMERICAN PRISON RIOT : Prisoners at the Washington State Reformatory at Monroe, Washington, are collected on the prison's baseball diamond as a three-hour riot is brought under control. A grandstand is in flames and in the background fires burn in five buildings set alight by rioters. Four prisoners were wounded, one fatally, when they tried to scale the prison wall during the confusion.

ARAB CHIEFS OF STAFF MEET IN CAIRO : For the first time the Chiefs of Staff from the Arab League Member States have met in conference in Cairo. Military delegations from Egypt, Syria, Lebanon, Iraq, Jordan, Yemen and Saudi Arabia have been attending the talks. The conference had been called to discuss the military implications of the Arab Security Pact, which provides for military co-operation between the Arab States in the event of an attack against any Arab country. The decisions of the conference are to be approved by the Arab Defence Council, described as the "Security Council of the Middle East."

THE GREAT MOROCCAN CONSPIRACY

HOW SULTAN MOHAMMED THE FIFTH WENT INTO EXILE AT THE BEHEST OF EL GLOUI, THE FEUDAL-MINDED PASHA OF MARRAKESH, AND WITH THE CONNIVANCE OF THE FRENCH AUTHORITIES

THE CLIMAX OF THE MOROCCAN CONSPIRACY, WHICH HAS ANGERED THE WHOLE ARAB WORLD: *Left*—A gathering of notables in the Palace of El Gloui, the aged feudal overlord of Marrakesh, after the news had become known that El Gloui had forced the deposition of the Sultan of Morocco, Sidi Mohammed Ben Yusseef, putting in his place Sidi Mohammed Oul Moulay Arafa. The ex-Sultan has been sent to Corsica with his sons, and his two wives. *Right*—The car bearing the new Sultan arriving at Rabat. It was accompanied by the personal mounted bodyguard of El Gloui. The new Sultan of Morocco is an uncle of the deposed sovereign, Sultan Mohammed the Fifth.

IT WAS A DAY OF SOLEMNITY AT CASABLANCA: Tribal visitors encamped at the Hassan Tower when they came in to Casablanca to celebrate the great Muslim feast of Aid El Kebir. There were none of the usual riotous scenes of rejoicing this year, as the feast coincided with the dramatic news of the Sultan's deposition.

MAKE WAY FOR THE NEW SULTAN OF MOROCCO: The henchmen of El Gloui, Pasha of Marrakesh, leading the way as the new Sultan's car reached Rabat. The car belongs to the fleet of very expensive limousines which El Gloui has at his disposal. In addition, El Gloui has four superb palaces.

In 1947 the Sultan of Morocco issued a proclamation in which he declared that "Morocco ardently desires to have her full rights."

From that moment the French administration decided that the nationalistically-minded Sultan must be brought to heel or that he must go. The Resident-General in Morocco in 1947 was the redoubtable Alphonse Juin, now a Marshal of France and the Inspector-General of all the French Forces. From Juin's point of view Sultan Sidi Mohammed Ben Yusseef was not a satisfactory figure, and many Frenchmen resident in Morocco shared that view, for from the outset of his reign the Sultan, specially chosen for his high office, did not turn out to be the amenable figure he was expected to be.

After that declaration of 1947 it is said that, with the approval of Marshal Juin, El Gloui, the Pasha of Marrakesh, began to challenge the Sultan's authority.

The Sultan meanwhile continued on his way. On March 14, 1952, he asked the French Government to revise the protectorate statute, to set up a new Moroccan Government in order that the appropriate negotiations could be pursued, and to grant certain freedoms, notably the freedom to form trade unions. The French Government's answer on September 17 last year was to suggest that the political transformation should begin with fundamental democratic reforms; such as councils elected in the rural areas and Franco-Moroccan Commissions in the urban communities having European residents. In October last the Sultan made the dispute public by announcing that the French proposals would lead to a division of sovereignty in Morocco. The Quai d'Orsay rejected this interpretation. The Arab States of the Near and Middle East and certain Asiatic Governments made strong complaints to the United Nations.

In a speech delivered on November 18, on the twenty-fifth anniversary of his accession, the Sultan reviewed Franco-Moroccan relations and declared that, although the Protectorate had produced tangible results in the economic field, it had not adapted itself in the social and political fields to the spirit of the new age. "Our desire is to restore Moroccan sovereignty," declared the Sultan, "and to allow our people to manage their own affairs is not incompatible with Franco-Moroccan friendship."

It seemed that these were wise words and moderate words, but they neither pleased El Gloui, the feudal overlord of Marrakesh, who remains determined that the age of feudalism shall not perish in North Africa, nor the French Civil Servants and men of business in Morocco. There was loud talk in Paris, Rabat and Fez about the fanatical elements surrounding the Sultan.

Since the French control Morocco militarily and have a most efficient police force, the only effective opposition that could be offered to the protecting power was by the Sultan himself, who under the treaty holds absolute power, no decree being valid without his seal.

Time and time again in recent years the Sultan has refused his signature and retreated only under pressure.

To rid themselves of the Sultan became the dominant thought in the minds of many officials, and when El Gloui started his campaign to depose the Sultan, they let the old feudal overlord carry on with the good work.

At first it seemed there would be a compromise. The Sultan relinquished his absolute powers, but El Gloui, the king-maker, was not to be thwarted. He brought his Berbers to the gates of Rabat and he appointed Ben Arafa, now the new Sultan, as Morocco's religious leader, giving him the title belonging to the Sultan, who is both a temporal and spiritual leader.

The Sultan, feeling that the French had let him down, revoked his delegation of absolute powers, and so General Guillaume, the Resident-General, was faced with the task of going back to Paris to report the failure of his compromise.

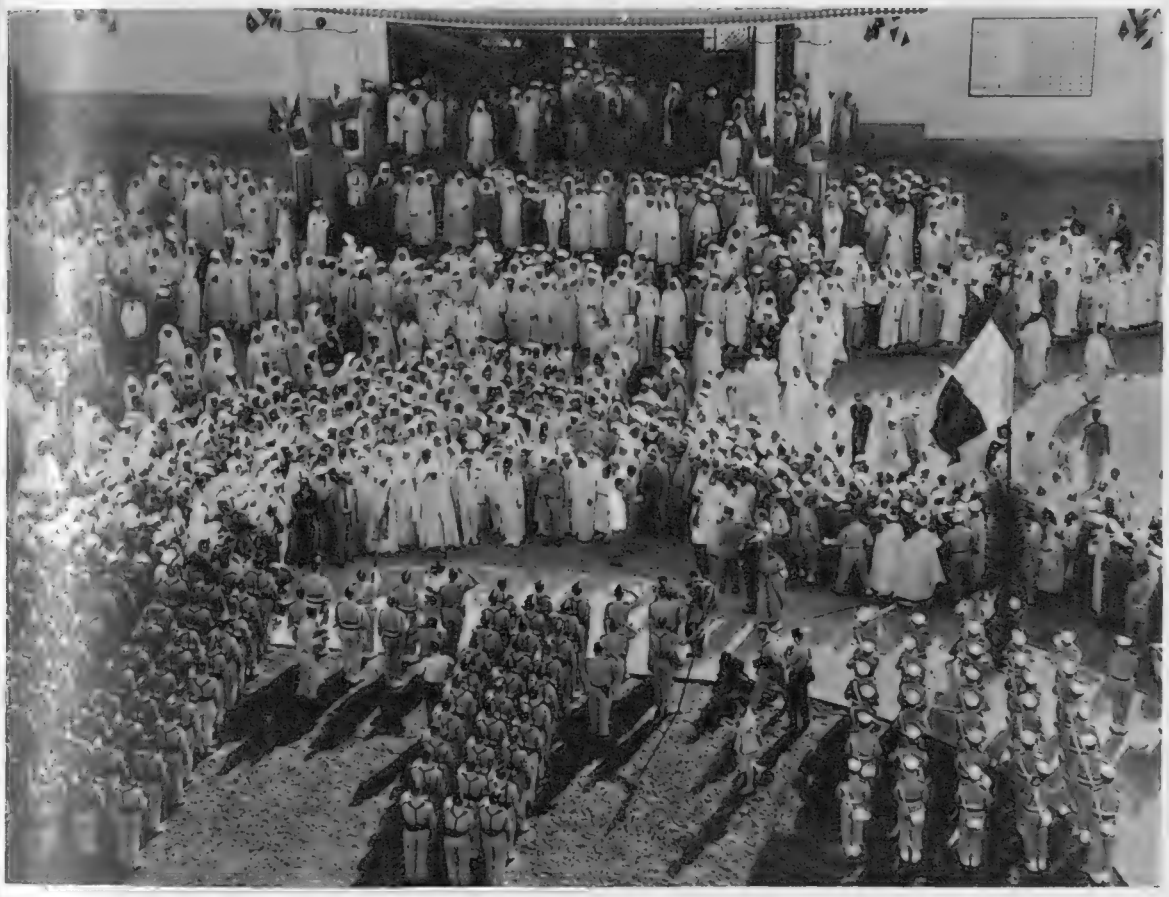
The French Government told Guillaume there would have to be strong and immediate action. El Gloui told the Resident-General the same thing, and said that unless Guillaume deposed the Sultan he himself would declare a Holy war.

And so the conspiracy ended in the Sultan's exile to Corsica, in the setting up of his uncle in his place, and in pious proclamations from Paris, Rabat and Fez that here was the dawn of a new and democratic movement.

French officials and big business men heaved a collective sigh of relief. Morocco's Nationalists paled at the prospect before them, realising that the clock had been put back twenty-five years. El Gloui, a man with undisputed sway over 1,000,000 Berbers and another 1,000,000 tribesmen from the Atlas Mountains, had had his way, and not for the first time.

THE NEW SULTAN OF MOROCCO ENTHRONED IN THE IMPERIAL PALACE AT FEZ : It has been said in Paris that the advent of the new Sultan would herald a complete reform in French policy and administration aimed at greater democratisation, but Moroccan Nationalists, who looked to the former Sultan for leadership, regard the recent coup as a triumph for the extreme Right Wing elements.

THREE POLICY-MAKERS IN A FABULOUS LAND : El Gloui, Pasha of Marrakesh, Sherif el Kittani, the religious leader, and the Grand Vizier seen at the ceremony at which the new Sultan was installed. The Grand Vizier is said to be 103 years old. It was the task of the Grand Vizier to read the official proclamation of the new Sultan.



THE ARRIVAL OF THE NEW SULTAN AT RABAT STATION : The guard of honour drawn up to receive the Sovereign on his arrival. Prayers for Allah's blessing on the new Sultan went up from the crowds in Rabat. It was expected that there might be disturbances in Rabat, Fez and other important centres, but for the time being the Nationalist elements kept quiet, which caused profound relief among French residents, who expected a state of civil war might develop.

On left—

JUIN OVER AFRICA : Marshal Juin, France's leading soldier, is said to have been closely concerned with the recent developments in Morocco. From 1947 to 1951 Juin was the French Resident-Generai in Morocco, and a great part of his distinguished military career has been spent in North Africa. He fought in the Moroccan campaign of 1912-14 and in the Rif campaign.

On right—

THE DEPOSED SULTAN : Sidi Mohammed, who is seen with President Auriol, was a boy of only sixteen when he was chosen in 1927 to succeed his father, although only the third son. All his sympathies have been with Morocco's growing Nationalist movement, which calls for the ending of the Protectorate and the granting to Morocco of her old position as an independent ally of France. Now Sidi Mohammed is in exile.

THE MAN WHO DISMISSED THE OLD SULTAN MAKES HIS BOW TO THE NEW SOVEREIGN : General Guillaume, French Resident-General in Morocco, being received by the Sultan in his Palace at Rabat. It was to General Guillaume that El Gloui and his warriors delivered their ultimatum, telling him that the Sultan must be dismissed.

MATTRESS-MAKING AT STEVENSLUIS : This aerial view shows one of the great mattresses of plaited willow branches ready to be towed out to the site of dyke-building operations. These mattresses are being used to close the gaps in the shattered sea-walls of Schouwen-Doireland. As each mattress is completed it is towed out to the gap, and it is sunk by lowering blocks of granite on to it. When the mattress is sunk, another one is piled on top of it. Four hundred men are needed for each mattress-making operation, which is carried out at low tide. Moored beside the big mattress in the picture is a barge-load of granite blocks.

SEALING THE GREAT GAP AT SCHOUWEN : Mattresses in position after being towed from the shore at high tide to the site of the new dyke. Barges containing granite boulders surround the mattress in the foreground, and the sinking operation is in full swing. The workers will pile on the granite blocks until the mattress lies securely on the mattress which has been previously laid. Thus by degrees the new sea-wall is built up, a task demanding patience and careful co-ordination and very long hours of work.

HOLLAND COUNTER-ATTACKS

ASPECTS OF HER GREAT BATTLE AGAINST THE FLOODWATERS WHICH OVERWHELMED THE SEA DEFENCES ON FEBRUARY 1, 1953

In the great storm tide of February 1, 1953, as Holland calls her flood disaster, the worst flood visitation in the Netherlands since that of St. Elizabeth's Day, 1421, one-sixth of the country's land was inundated, and it was estimated at the time that nearly 300,000 people were driven from their homes.

Costly though the catastrophe has proved, Holland has none the less seen a silver lining to the dark cloud of disaster.

Her huge industrial organisation, covering the manufacture of almost every possible commodity, is intact, and her factory population of over 1,650,000 workers is still on full time. Her ever-growing production for export faces no shortage of materials, power or finance. The great harbours of the country are for the most part untouched, although Rotterdam and Flushing were temporarily affected, while apart from a setback in the Dordrecht area her shipbuilding yards were also able to carry on.

As for her tourist industry, the inundated islands were hardly on the sightseeing route at all, and so with these saving factors Holland has been able to set about restoring her land, sure in the knowledge that the blow she has suffered is not a crippling blow. She is, in fact, counter-attacking vigorously.

How the task is being accomplished was described at some length in a special feature in THE SPHERE of August 8. The pictures on these pages amplify the earlier pictures, showing the work of the dyke-builders, and in particular how they are employing mattresses of plaited willows in order to rebuild the defensive system. Concrete caissons, rather on the Mulberry Harbour pattern, are also proving effective.

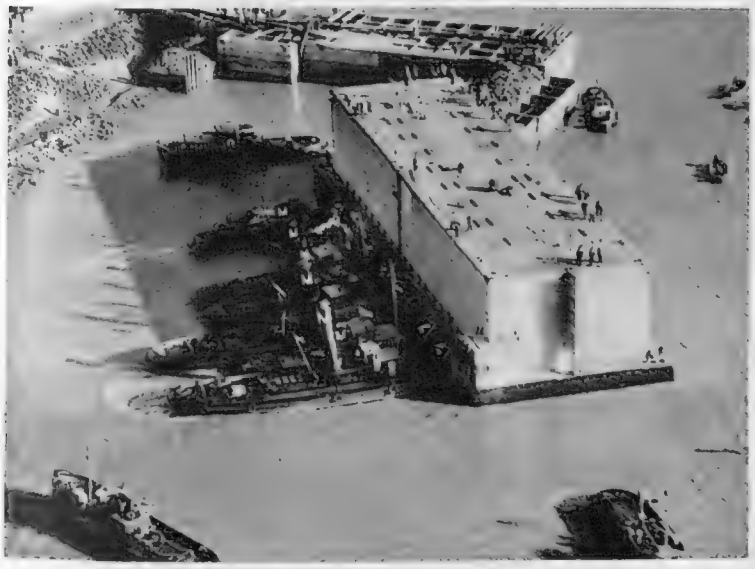
Four Ministries are concerned in the immediate work of reconstruction, those of Transport and Waterways, Agriculture, Housing and Social Welfare. The first of these, which has had the task of closing the breaches in the dykes, has achieved the astonishing feat of closing in four months every gap but three and removing the floodwater from the land behind.

That land is now being handed back to the farmers by way of the Ministry of Agriculture. The task of bringing the inundated acres back to productivity is a long and a hard one, but by no means as difficult as most Dutchmen imagined it would be, thanks to the recent discovery that calcium sulphate, or gypsum, is a most powerful agent in undoing the effect of sea-water on agricultural land.

Owing to gypsum nearly all the reclaimed land is now under crops. Barley, wheat and sugar-beet are growing well on these lands, and if the crops are not very good in the first or second years, they should at least be normal in three years.

CLOSING ONE OF THE MIGHTY BREACHES NEAR KRUININGEN, SOUTH BEVELAND : In this aerial view, construction on the sea-wall is proceeding apace. Some of the material for the new wall protecting the flank of the Western Scheldt, where it leads towards Antwerp, is brought by barge to the pier seen in the foreground. A considerably more detailed view of the new dyke appears in the picture which is reproduced below on the right.

CLOSING A GAP NEAR STEVENSLUIS : Tugs nosing into position a caisson before it was finally sunk into the middle of the gap. In the background is a mattress used for dyke-building on the layer system.



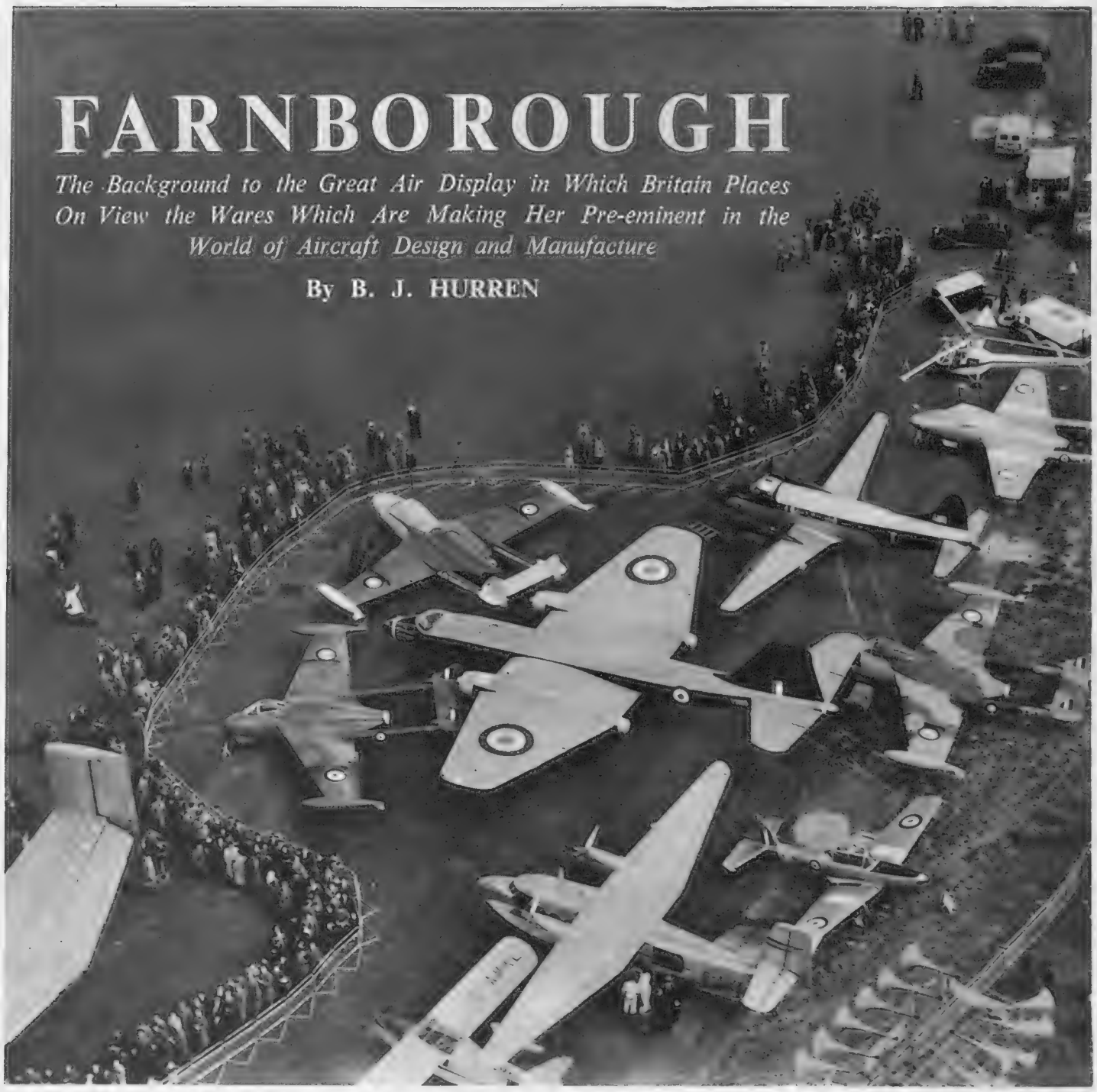
THE GAP NARROWS : A concrete caisson being pushed into position at Kruiningen. No fewer than eight tugs are playing some part in the operation, which is one of some delicacy when a high wind is blowing.

THE DYKE REPAIR WORKS NEAR KRUININGEN : A series of small concrete caissons have been sunk to form the new dyke, and now rubble and earth are being poured into these to complete the defensive system. No fewer than five breaches were made by the floods near Kruiningen.

FARNBOROUGH

The Background to the Great Air Display in Which Britain Places On View the Wares Which Are Making Her Pre-eminent in the World of Aircraft Design and Manufacture

By B. J. HURREN



TOURING THE STATIC DISPLAY AT FARNBOROUGH : Visitors examining some of the new planes at the annual display and exhibition by the Society of British Aircraft Constructors. This year the show will be open to the public from September 11 to 13.

From the airfield at Farnborough in 1908 the first official aeroplane flight in Britain was made by Colonel F. S. Cody, the great Anglo-American pioneer of aviation, and the gnarled remains of Cody's tree, to which he made fast his "stick and string biplane," still stand on the east side of the airfield. From the world-famous Royal Aircraft Establishment on the north side of the airfield came the S.E.5 fighter of the First World War, and a never-ending stream of technical research and development that has contributed to progress in every sphere of aviation. Farnborough holds therefore an historic place in the annals of aviation, and every year there history is still being made.

Next week the skies over Farnborough will once again furnish indisputable proof of Britain's leadership in the air when the 1953 Flying Display and Exhibition of the Society of British Aircraft Constructors takes place, the preview being on September 7, and the final three days, from September 11 to 13, being open to the public.

This year, as always, secrets and surprises will be revealed at Farnborough, from new aircraft designs to new gadgets. One of the experimental new machines which will be shown for the first time will be the Short S.B.5, the adjustable-wing aircraft which is flying with a steeper angle of sweep than that employed at present on any other aircraft in this country.

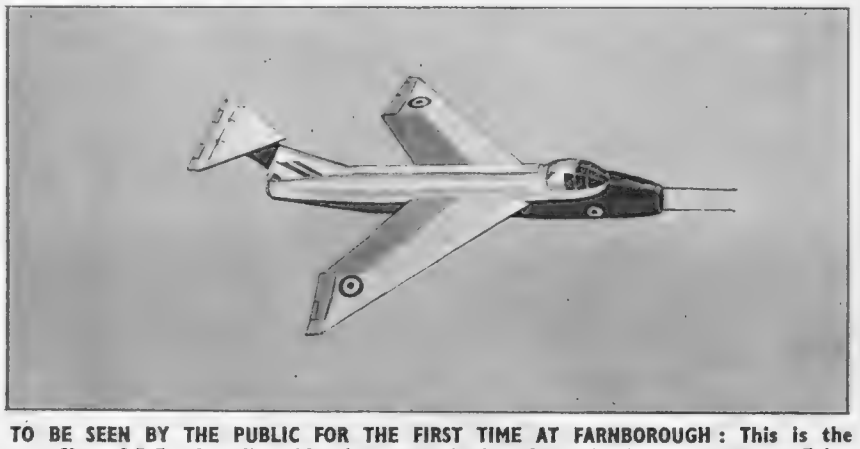
In the following article B. J. Hurren describes the background of the Farnborough Show, taking us behind the scenes and giving a clear idea of the prodigious work necessary to stage this great display of aerial might.

I DARE venture the opinion that the most interesting things about the Society of British Aircraft Constructors' Display at Farnborough are not visible. It may be of service, then, to indicate some of these so that those who are fortunate enough to see the flying and the static exhibition will have their appreciation savoured—as it were a pinch of salt to a very good egg—whilst those not present will be able to read between the lines and pictures published.

First, the whole flying display looks so easy. It is deceptively easy, just like Inman playing billiards. An aircraft appears on the runway : it takes off ; fulfils no more than four minutes' demonstration flying (though the period often is so full of thrill that it can appear much longer) ; and it returns to its parking space.

What you cannot see in all this is the vast background of training which led to skill in pilotage ; the complex system of control from the "tower" ; and the ant efforts of unnumbered technicians who have combined to make their particular aircraft the best in its category. Alas ! too often the foreign visitor sees only the result, and wants to buy what he sees to be good, forgetting that the visible result at Farnborough is only superlative because of the unseen background to the whole display.

Secondly, the odd thing is that except by chance the pilots are never seen. You cannot see them in their cockpits, except as vague blurs, and they have their own tent in the reserved enclosure.



TO BE SEEN BY THE PUBLIC FOR THE FIRST TIME AT FARNBOROUGH : This is the Short S.B.5—the adjustable-wing research aircraft—which is now to be seen flying with its wings in the 60 deg. sweep-back position. The aircraft has been flying for the last seven months in the 50 deg. position (as above) and the present configuration represents the second phase of its development. The S.B.5 has a greater degree of sweep-back than any other aircraft in this country. Later, in the third phase of the aircraft's development, the sweep-back will be increased to 69 deg. Results of the flying investigations carried out by the S.B.5 are being made available to the British aircraft industry.

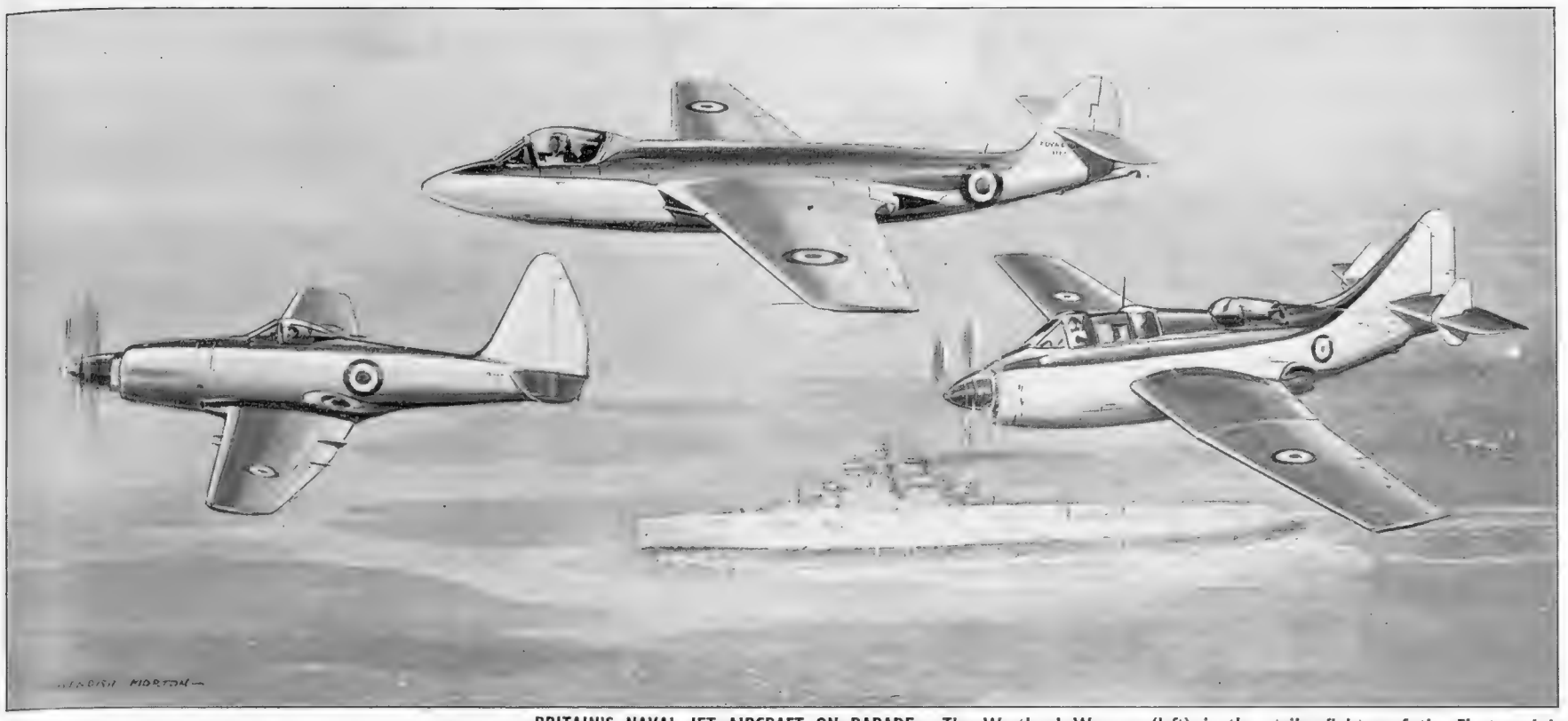
Now here is a remarkable thing : each one of these pilots is literally a man in a million ! There are, in fact, not fifty top test pilots, and the whole population is only 50,000,000—so the arithmetic is fairly straightforward. Incidentally, *on average*, the test pilots at Farnborough are about thirty years of age, married, and live quite unassuming lives in which, off duty, the common pastime is a game of darts or a chat at the "local."

Now consider the aircraft. Circumstances can vary considerably, but for a fighter aircraft you would not be far wrong in computing 15,000 drawings, and a big bomber might run to around 30,000. Imagine, if you can, the unseen organisations working like moles under the directing brains of chief engineers and designers to set out on blank paper 15,000 drawings which, when interpreted by the production men, will result in a Hunter or a Swift !

Linked with that effort is a quite unseen and almost unknown effort by the S.B.A.C. itself. This, the result of years of patient work, is a system of standardisation. More than 10,000 pieces to a modern aeroplane are listed in the S.B.A.C. Standards books. These pieces range from rivets (which have to be of standard materials of standard lengths, diameters, heads, and so on) to complete components, of which, perhaps, the most readily understandable is the pilot's seat.

How does this S.B.A.C. Standards system work ? Take an ordinary pilot's chair, which itself is an intricate assembly of individual pieces. In the old days a designer had to design the seat himself, and waste a great deal of time and effort over something which was really common to many other aircraft. Hence, by arrangement, one firm (it happens to be Fairey Aviation) made a drawing covering pilot's seat, and this, after scrutiny and acceptance by the S.B.A.C. Committee on Standards, became a numbered piece—it is, in fact, Aircraft Standard No. 2140.

Now, if you have to design a new aircraft, in which, of course, there must be a seat for the pilot, you merely specify



BRITAIN'S NAVAL JET AIRCRAFT ON PARADE: The Westland Wyvern (left) is the strike fighter of the Fleet and is powered by an Armstrong Siddeley Python turbo-prop. The Wyvern appeared in the Naval Review at Spithead, and succeeds the Blackburn Firebrand and Fairey Barracuda as a strike aircraft equipped with torpedo and other offensive weapons. The Hawker Sea Hawk (centre), powered by a Rolls-Royce Nene jet engine, represents a milestone in naval aircraft performance. While loaded with all the accoutrements of naval flying, it still has a performance high enough to deal with enemy reconnaissance aircraft at sea. The Sea Hawk will be one of the new aircraft in the Navy to take advantage of the English-invented "angle-deck." The Fairey Gannet (right) is an anti-submarine aircraft. It is now under delivery for naval service. The Gannet is equipped with an Armstrong Siddeley Double Mamba engine which operates on the Siamese-twin idea—one engine of the double unit can be completely shut off in flight and turned on for emergency power. A three-seat aircraft, it carries a heavy load of attack armament, and sono-buoys can be used to pin-point an enemy submarine.

A.S. No. 2140—and all the drawings are ready-made. Multiply that idea by more than 3,500 for major pieces that have been standardised, and you will see how invaluable it is in aircraft construction. None of that is evident at Farnborough, except on individual stands in the Static Exhibition, where various firms display qui unglamorous standard pieces which they manufacture in quantity for the industry on what may be termed a bread-and-butter basis.

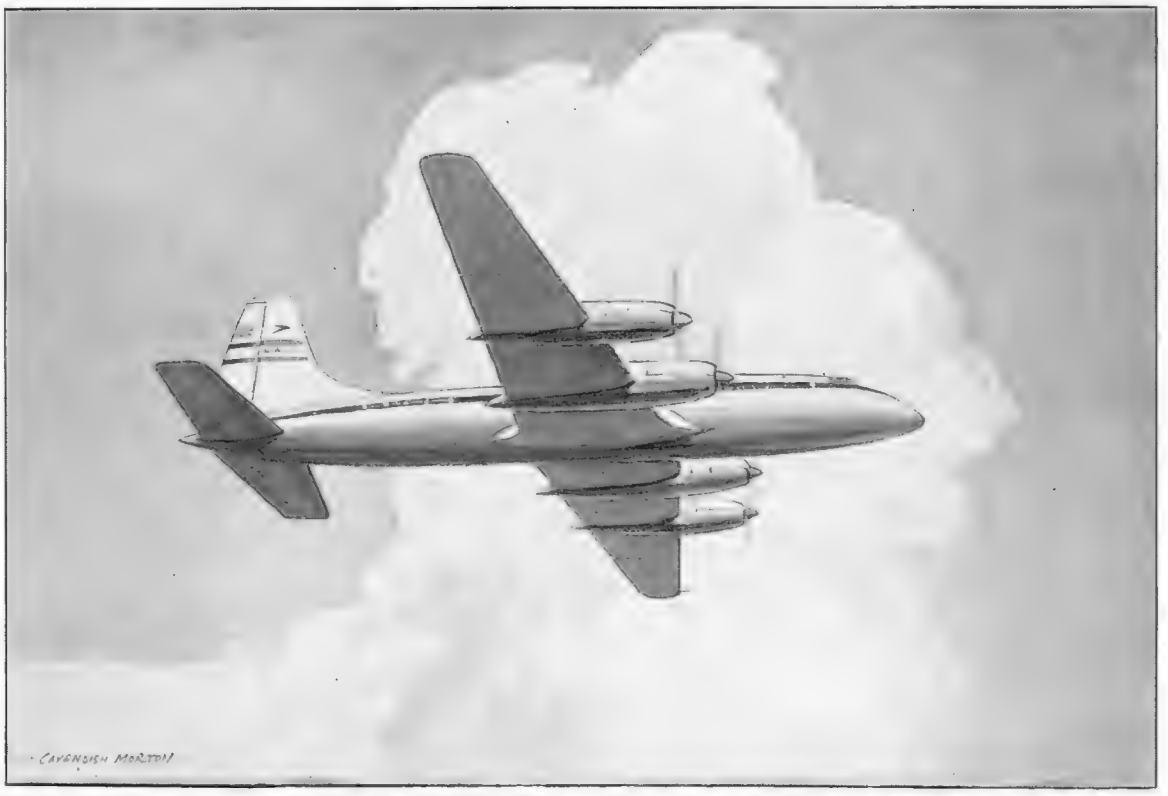
The next thing you will not see at Farnborough is what the industry is doing *now*. The complicated process by which a staff requirement is eventually translated into an aircraft in the Services has been set out in that fascinating document, published in May this year, entitled the *Seventh Report from the Select Committee on Estimates, Session* 1952-1953, *Rearmament*, on sale by the Stationery Office.

re, in detail, is the explanation of what are quite er eously branded as delays in production. It might ta five years to produce a new warplane, it could ta ten, but, generally speaking, eight years elapse f. the time the Air Ministry, Admiralty or War O Staff Requirement is notified to the Ministry of S y and the goods are produced in the Services. N what you are seeing at Farnborough are the off- sp of staff brains that worked at least five years ago. C urse, the staff was able to anticipate what would be ilable in five years' time and necessarily drafted it quirement on a "futures" planning outlook.).

wever, what you will not see at Farnborough is w is on the *tapis* NOW. You may well ponder, as ce pilots such as Roly Falk flings about the Vulcan d bomber, what Avro's are up to at this moment. contrary to the common statement that the is the shape of things to come, it is, in fact, the of things past; what is on their drawing-boards Avro's secret, shared with the Ministries.

e regulations permit no mention of aircraft on the List, not even the name or number or even nce of such aircraft. But as soon as a secret t has made its first flight successfully it is moved Initial Publication category. That means the nce of the aircraft and its engine(s) may be oned in the Press, and two officially-approved graphs may be published. The next stage is Publication; externally visible details may be red to, a general description given, and the type

(*Continued on page 350*)



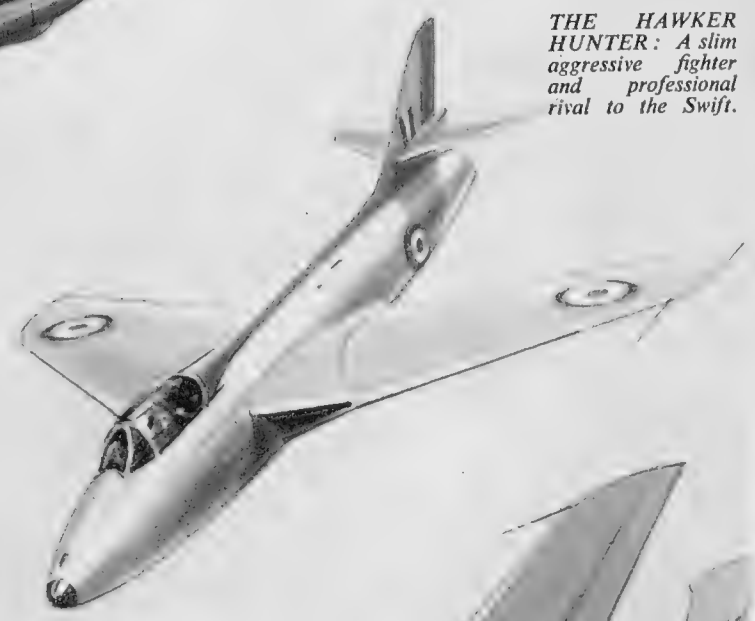
THE BRISTOL BRITANNIA: Latest of a long line of Bristol aircraft, the Britannia was planned from the start as an economically practical airliner for transatlantic service. A round 100 passengers will be able to fly in this aircraft at a cost which satisfies B.O.A.C. that that section of their world-wide lines can be run without loss to the Corporation and at attractive fares to passengers. The Britannia was first seen by the public at the Farnborough display last year.

On left—

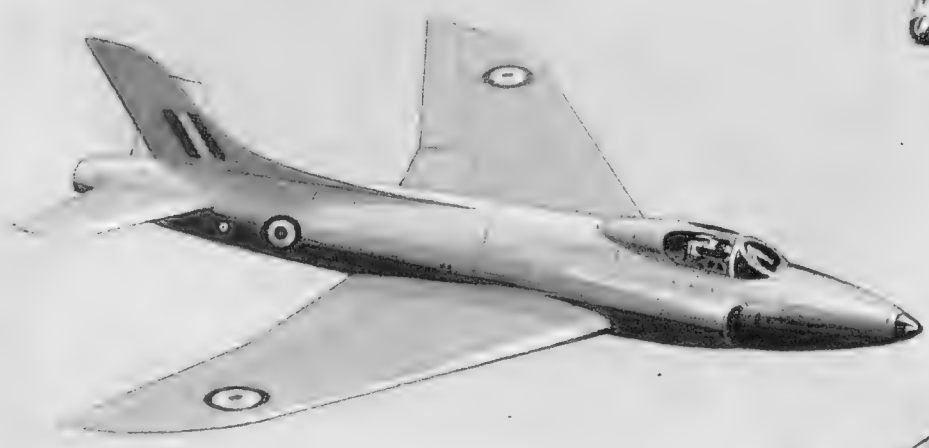
BRITANNIAS IN THE MAKING: The new airliners being built at the Filton works.

FASHIONS IN FLIGHT: *The New Silhouettes in the Sky*

THE METEOR NF. 11: This night fighter with the long nose contains electronic secrets relating to night probe and night attack.

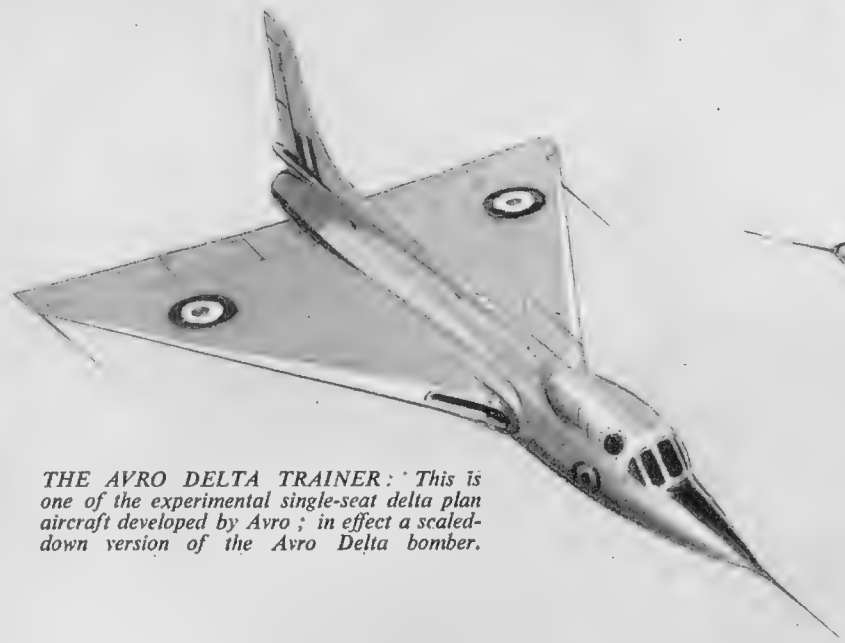


THE HAWKER HUNTER: A slim aggressive fighter and professional rival to the Swift.

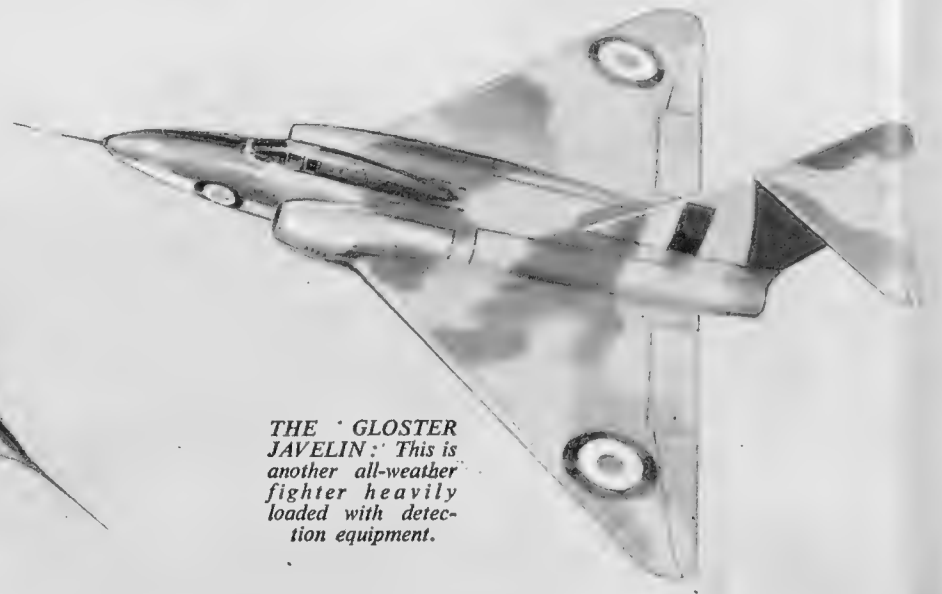


THE VICKERS SWIFT: This fast interceptor fighter is arousing much interest among those responsible for the N.A.T.O. air forces.

THE DE HAVILLAND 110: This all-weather fighter is scientifically equipped to disregard the climatic vagaries of Britain.



THE AVRO DELTA TRAINER: This is one of the experimental single-seat delta plan aircraft developed by Avro; in effect a scaled-down version of the Avro Delta bomber.



THE GLOSTER JAVELIN: This is another all-weather fighter heavily loaded with detection equipment.

-CAVENDISH MORTON-

As with feminine fashions, the inspiration of the ultra-modern in aircraft can often be traced to the past. The latest delta-plan aircraft derives directly from the Dunne experimental aircraft of 1907; indeed, before 1914 Dunne had a delta biplane which was so stable that it flew "hands-off," and was officially observed in such flight by the Royal Aero Club.

To the expert the fun of studying the modern machines is to trace the origin of the latest fashion.

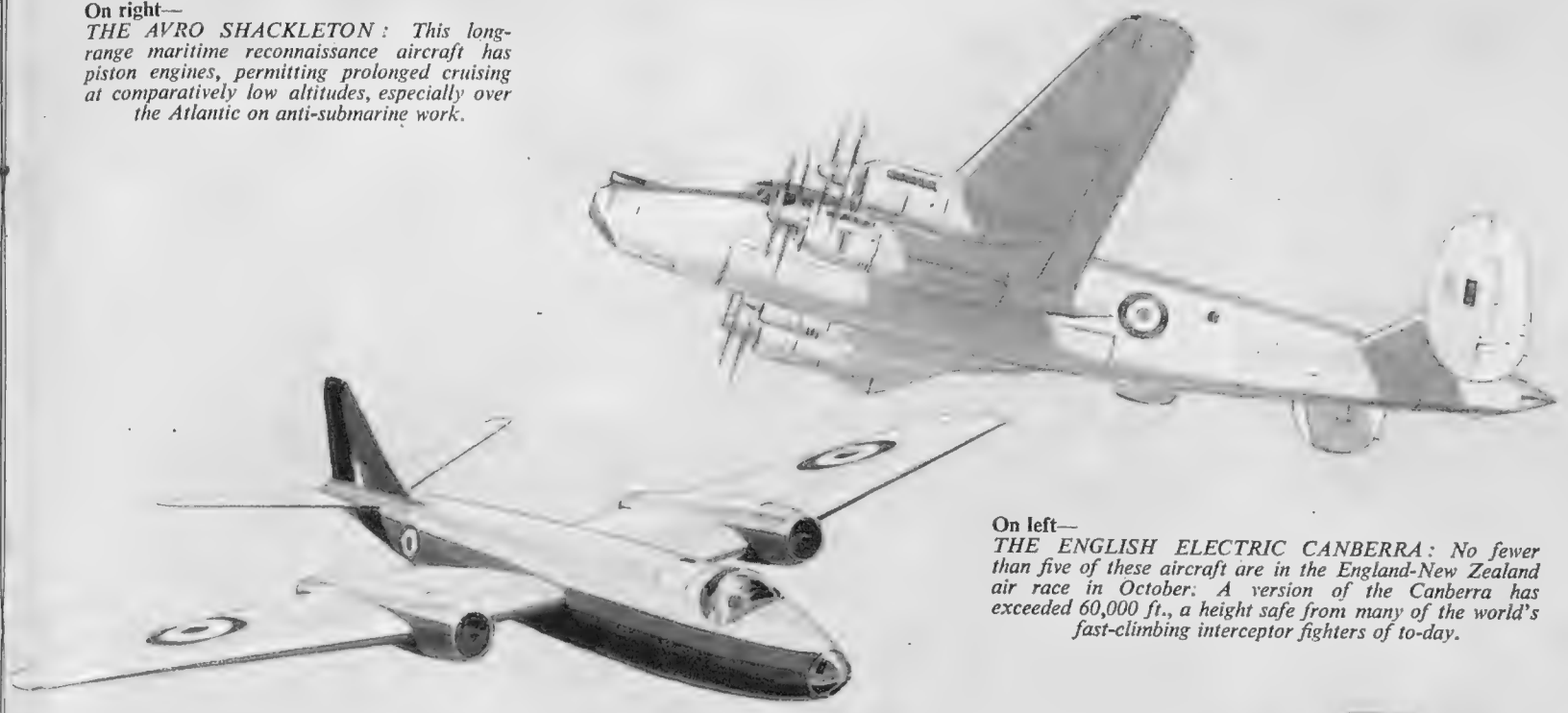
The New Wing is the current craze, a notable symptom of which is the crescent-wing plan of the latest Handley Page bomber, the Victor. With very little stretch of the imagination it is one of the pre-1914 H.-P. monoplane designs turned inside-out—just a matter of concave and convex. While the New Wing is the most obviously recognisable form, attention should be paid to the great variety of tails and the disposition of the engines.

Increasingly the wing has been swept back: that is to say, instead of the leading edge extending at right-angles to the line of the fuselage, it takes an oblique angle to the rear, as though to invite forward speed.

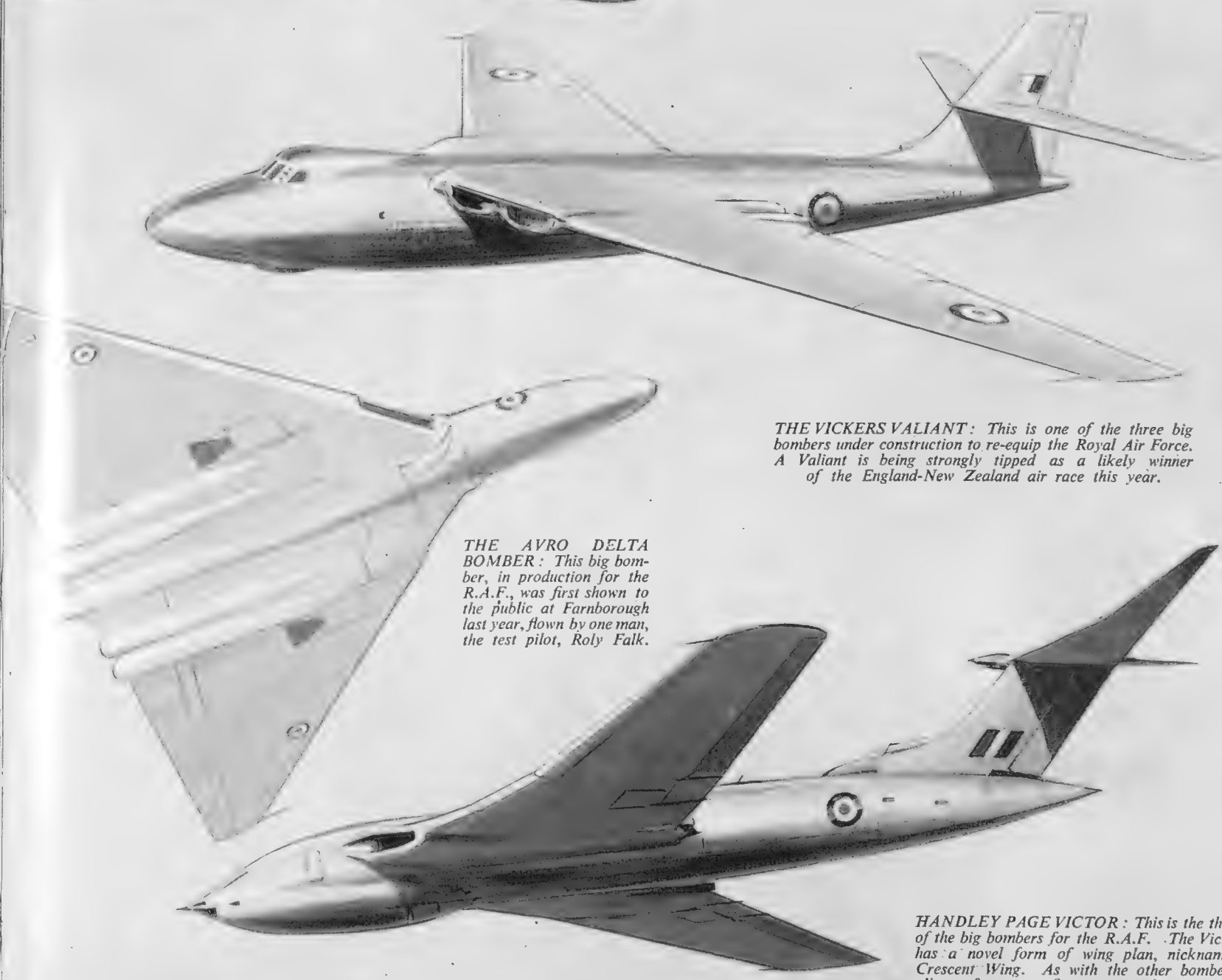
Wind-tunnel experiments, with miniature models subjected to speeds in excess of 1,000 m.p.h., have still not answered the vital question as to whether a delta wing (see the Avro delta bomber) or a swept-back wing (see the Hunter or Swift) meets all the requirements. These doubts also apply to the cocked-up tail which, it may be noted, is not incorporated in the conventional form of the delta plane. The Javelin assumes a form tantamount almost to that of a biplane, its tail-plane being in effect a diminutive and much-staggered reproduction of a biplane. That pattern can be seen distinctly, also, with the Victor and another of Britain's big bombers, the Vickers Valiant.

These big bombers are deceptively fast. Whilst no official information is available as to the speed of any of them, it may be as well to bear in mind that even the de Havilland Comet is faster than, say, the familiar Vampire and Meteor—the latter shown here with high tail-plane and slightly swept-back wings. The Meteor represents a first solution to the problem of installing

On right—
THE AVRO SHACKLETON: This long-range maritime reconnaissance aircraft has piston engines, permitting prolonged cruising at comparatively low altitudes, especially over the Atlantic on anti-submarine work.



On left—
THE ENGLISH ELECTRIC CANBERRA: No fewer than five of these aircraft are in the England-New Zealand air race in October. A version of the Canberra has exceeded 60,000 ft., a height safe from many of the world's fast-climbing interceptor fighters of to-day.



THE VICKERS VALIANT: This is one of the three big bombers under construction to re-equip the Royal Air Force. A Valiant is being strongly tipped as a likely winner of the England-New Zealand air race this year.

THE AVRO DELTA BOMBER: This big bomber, in production for the R.A.F., was first shown to the public at Farnborough last year, flown by one man, the test pilot, Roly Falk.

HANDLEY PAGE VICTOR: This is the third of the big bombers for the R.A.F. The Victor has a novel form of wing plan, nicknamed Crescent Wing. As with the other bombers, all performance figures are kept secret.

jet engines, at the after—or orifice—end of which exhaust gases at high temperatures are ejected. As that problem became solved, so the fashion of closing-in the engines to the fuselage is introduced; and in the big bombers, where the wing is thick enough, the engines are buried in the wings, whilst in the slimmer fighters the engines nestle against the fuselage.

Ideas have by no means crystallised on wing form, for the simple reason that every modern designer realises that a state of forward speed is being approached where the modern wing will soon become a fin, because rocket power will overcome gravity and hence dispense with the need for lift from the wings. Indeed, what is the Avro Delta but a fin-wing combination?

The happy virtue of compromise is shown at its best in the Canberra bomber of English Electric. This impressive warplane had the ability to out-climb any of the ace aircraft of the Korean war. With the Bristol Olympus engines it can climb up to over 60,000 ft.: most current fighters have to give up after 40,000 ft., though altitude is one of the closely-guarded secrets of the performance of modern fighters.

Despite the new trends, new powers and new devices, the piston-engine holds its own in other spheres, especially range. The only piston-engine plane shown on these pages, the Avro Shackleton, can range on anti-submarine patrol at least 1,000 miles out into the Atlantic, and remain airborne for periods far longer than any jet aircraft here shown. The Air Staff has to provide a balanced air force in which is to be found the fastest fighter, the heaviest bomber (heaviest in the sense of carrying the heaviest bomb or attack load) and the plane with the longest range.

It is worth watching the Valiant bombers, one of which is entered for the England–New Zealand race which begins at London Airport on October 8. The scheduled plan is for a flight from London non-stop to Karachi; Karachi to Cocos Islands; Cocos to Christchurch. Many observers, however, believe that the Valiant may fly London–Cocos direct, and in that case the design formula of the Valiant is, to say the least, of great interest.

FROM THE MIDGET HELICOPTER TO THE GIANT TRANSPORT: Many and various aircraft on view at the Farnborough Air Show.

FARNBOROUGH: THE BACKGROUND TO THE AVIATION SHOW

(*Continued from page 347*)

and name of the engine(s) given. The final stage is Open List, for which nothing is barred.

At Farnborough you will see no Secret List aircraft; but don't imagine they do not exist. The majority of the Farnborough display aircraft is on the Part Publication List, but a significant minority is often moved from the Initial Publication List to P.P. just before public showing at Farnborough. These latter are usually the high-spots of the flying display, but you will be kept at a distance from them on the ground.

Remember that an integral part of all modern warplanes is covered by the blanket term "electronics." Nothing of this will be visible. How much is going on in this sphere of development was revealed in the Select Committee report: ". . . the proportion of electronics within defence is growing very fast indeed . . . it has more than doubled since 1949." And elsewhere it is stated: "We have gone from about £7,000,000 in 1949-50 to about £47,000,000 in 1953-54."

Electronics are vastly expensive things. Hardly anything may be mentioned about British progress, but it can be stated that the American F.94C two-seat all-weather fighter carries 1,200 lb. of electronic equipment. Another clue, also from America, the K.1 bombsight in, for example, the B.36, weighs 1 ton and costs £95,000. You may care to relate that statement with the cost of a pre-war fighter, which was of the order of £5,000. Without further comment I draw attention to the fact that there are two British all-weather fighters, the D.H.110 and the Javelin. Also, an unofficial statement from a reputable quarter recently noted that a modern, unidentified warplane had twenty-five different radio, radar and electronic instruments on board—and you will certainly not see any of that at Farnborough.

Instruments! There is romance of industry in one word. Here are some basic facts, and comparisons, compiled by the well-known group of Smith's Aircraft Instruments Limited. But first understand that because of pressurisation many modern instruments are electrical transmitting types, of two units, whereas the pre-war instruments were almost exclusively of one mechanical item only.

Compare the dashboards of the four-engined H.P.42 Hercules Class, which was still in service in 1939, and the modern Comet and Valiant. The H.P.42 had only twenty-two instruments, whilst Comet and Valiant muster in excess of seventy. Compare two fighter aircraft, the Bulldog and the modern Hunter: the former had ten and the latter has approximately twenty-five.

Instruments are linked, of course, with operational functions. Pre-war, the maximum altitude was about 30,000 ft.; to-day the Canberra has already passed 60,000 ft. Engine revs. have gone from 5,000 maximum in the piston design to 20,000 in the jet turbine. To meet much more exacting conditions on civil operations the instrument accuracy is to-day guaranteed to 0. per cent., whereas a variance of 3 per cent. or 4 per cent was formerly accepted. Fuel gauges have changed from the simple float arm to the much more complicated capacitance type. That means that a fuel gauge for a wartime Lancaster bomber cost about £100, but for the modern counterpart the gauges cost nearly ten times that figure.

Many devices unknown before the war are now commonplace; most concern radar and cover control and navigational requirements. Complexity links hands with superior accuracy in the electric automatic pilot, the distance measuring equipment, the radio compass, the V.O.R., and other secret devices all needed for high-speed, high-altitude flying.

Always a star turn in the Static Exhibition are the engines, sleek masterpieces of engineering with either romantic or sinister names (*c.f.* Rolls-Royce Avon and Armstrong-Siddeley Double Mamba). Look at the progress the engine companies have made in so short a span of years: rotary, radial, in-line air and liquid cooled, jet turbines, propeller jet-turbines, compound, and two years ago the Ministry of Supply slipped in the Beta rocket engine. Well, you won't see any rocket engines at Farnborough, but that their employment is contemplated can be inferred from recently-released information concerning the Fairey V.T.O. (Vertical Take-Off) model which used a Beta engine on the Woomera Range, and the Trident, with one S.E.R.P. rocket motor in its tail, which was seen at Le Bourget flying display in July this year. When will the rockets replace the turbines?

THE PRESTWICK PIONEER: This "dark horse" of Scotland has at last gained the honour of being ordered for the R.A.F. It is the first original design from Scotland built in Scotland since the war. In any sort of head-wind it can challenge a helicopter in the proverbial test of "landing on a pocket handkerchief."

THE SAUNDERS-ROE SKEETER: The Paris Salon Aeronautique showed the tremendous interest in the small helicopter. The Skeeter is Britain's smallest, and was originally produced by the Cierva Company in 1948. Progressive increase in engine power, from the Jameson 106 h.p. to Cirrus Bombardier 180 h.p., has, of course, given the Skeeter increased performance.

THE BRISTOL TYPE 171: This, the first Bristol helicopter, has a military name, the Sycamore. It is a four-seat design used for the wide range of duties expected from rotating-wing aircraft to-day. Under Peter Masefield, B.E.A. has had faith in the future of the helicopter from the start, and looks forward to Rotor Coach services up to 200 miles.

THE BRISTOL 173: The first British multi-engined helicopter first flew in 1952. It provides accommodation for up to thirteen passengers. Two engines driving separate rotors at first sight seems to provide a hedge against motor failure; but, in fact, the chances are, mathematically, not enhanced. Even so, this formula is deemed as essential for flights over cities.

THE DE HAVILLAND BEAVER—A MAID-OF-ALL-WORK: Four-score Canadian operators entered a grand total of exacting requirements for Bush Operations—and in the Beaver de Havilland's of Canada produced the answer. Versions of this versatile transport aircraft exist with floats, with skis and with orthodox wheels.

THE DE HAVILLAND HERON—A LIAISON PLANE OF GRACEFUL LINES: "Very pretty machine" is the invariable comment of this military version of the civil Dove. The Heron is used extensively as an official transport or communication aircraft for high officers of the Royal Air Force and air forces throughout the world.

And that brings up the question of guided weapons, which many people obstinately continue to refer to as guided missiles despite official rejection of that term. No guided weapons will be seen at Farnborough yet the extent of this secret work is prodigious. Mark the evidence given at the Select Committee on Rearmament: under examination by the committee are Messrs. S. S. C. Mitchell, Controller of Guided Weapons and Electronics; D. W. Bartington, Under-Secretary (Research); and V. P. Harries, Under-Secretary (Electronics and Metals); all of the Ministry of Supply.

Making the point there are two phases in guided-weapon work—research and projects (i.e., actual weapons)—it is stated that basic research is done almost wholly by the Ministry's establishments, but that the whole of the project work is done by industry. "How many firms are there?" the Committee asks. Answer: "There are of the order of a dozen major firms altogether, out of 1,000 firms involved."

A thousand firms at work on missiles! The Committee inquires on policy, declaring that "it is pretty definite that in a number of years the anti-aircraft gun will be replaced by guided missiles to a large extent. Does that also apply to guided missiles launched from the decks of a fighting ship?" And Vice-Admiral Sir Edmund Anstice, present Fifth Sea Lord, replies: "I think you are looking a very, very long way ahead. I should hate to say they will eventually replace aeroplanes. With regard to guided missiles from aeroplane to aeroplane, we are in with the Air Force on that: we are very close together."

When you look around at Farnborough, you may well wonder at our true degree of progress. What you will notice, though in limited degree, is the helicopter. Now the Paris XXth Salon at Le Bourget showed an intense international activity in helicopters. The lightweight Djinn and the Farfadet were most promising, and we shall certainly have to watch our lighter helicopters *vis-à-vis* Continental competition.

But the truth of the matter is that the British are in danger of missing the boat on the helicopter story. In round terms there exists a total of only a score of British helicopters, Bristol and Saunders-Roe types. A large helicopter, the Fairey Rotodyne jet-driven, has been ordered. Other development is pending. But the unpalatable fact is that before this year is out the Americans will have 2,000 helicopters *in being*. In a loose generalisation, the British have all the bright technical ideas and practically no orders, whilst the Americans have mass-production orders, though they lag in technical advance.

There might, then, be a lot of heart-searching at Farnborough as to whether we are pressing on with British helicopters as fast as we ought. Make no mistake: the helicopter has definitely arrived. It would not be a pure pipe-dream to assume that in a decade all British internal services and short-range (200 miles London-Paris) overseas services will be by helicopter instead of fixed-wing aircraft.

That, then, is the background to the S.B.A.C. Display. It's unique, it's magnificent and it's all-British!

THE VICKERS VISCOUNT, WHICH NOW ADDS TO THE SPEED AND COMFORT OF THE SCANDINAVIAN RUN: British European Airways has recently published operational statistics about the Viscount, proving how economical it is for airline work.

THE INTAKE BELL MOUTH AND EXHAUST SILENCER OF THE NEW HIGH-SPEED WIND-TUNNEL AT HANDLEY PAGE'S RADLETT AERODROME: This wind-tunnel operates at high subsonic speeds. It is of injector type and is silenced by absorbent splitters, two banks being both at the engine-house entrance and at the tunnel exhaust.

THE ALL-CONQUERING DE HAVILLAND COMET: Britain's bold bid to capture major airline traffic throughout the world is epitomised in the de Havilland Comet, which is faster than many jet fighters. Comets have been in service with B.O.A.C. for over a year.

MILITARY MOBILITY: The Blackburn Beverley is the prototype freighter now in active production for R.A.F. Transport Command. For the first time we have a British aircraft specially designed to carry heavy stores and troops for parachuting.

THE SAUNDERS-ROE PRINCESS: Many people believe in the future of the flying-boat. The graceful Princess is, unhappily, the sole post-war civil British flying-boat. Although originally acceptable to B.O.A.C., it is now designated for the R.A.F.

OSLO TO WAPPING BY LIFEBOAT

Lief Larsen, a Legendary Figure of the Second World War, Completes an 800-Mile Voyage in a 26-ft. Aluminium Boat

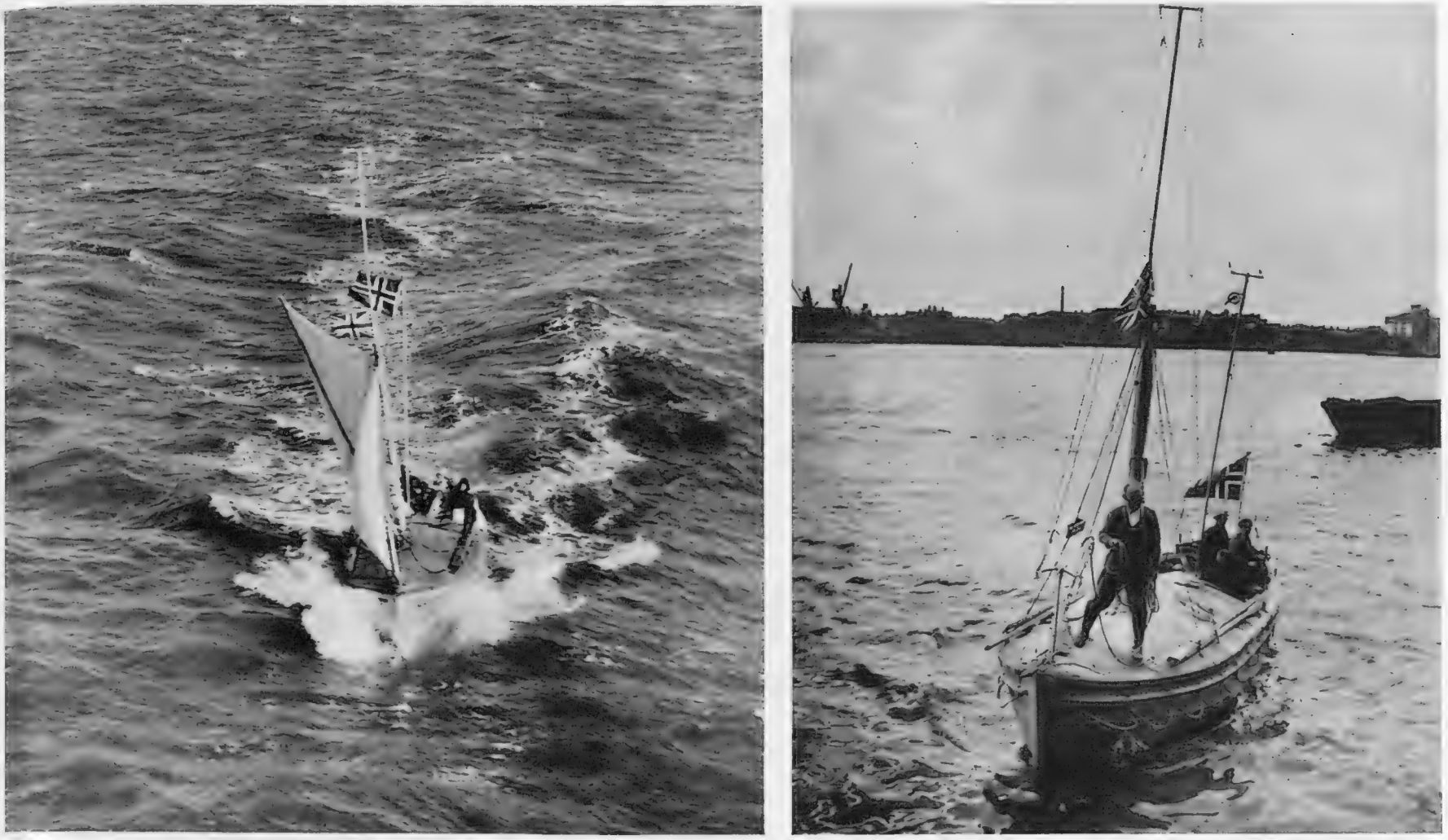
TEN MILES OFF THE EAST ANGLIAN COAST: The 26-ft. aluminium lifeboat, *Norfly*, seen as it neared the end of its journey from Oslo to the River Thames. It was on the last stages of the voyage that Lief Larsen and his crew encountered the worst weather.

WHITE SAILS UPON A WASTE OF WATERS: The aluminium lifeboat, piloted by Lief Larsen, seen during its voyage from Oslo. The boat has been built in Norway to British specifications, and the 800-mile voyage to the Thames has been a searching test of its capabilities.

Lief Larsen, perhaps the most distinguished figure in the story of Scandinavian resistance in the Second World War, sailed into London River last week in the aluminium lifeboat *Norfly*, thus completing a special delivery in time for the Marine Exhibition at Olympia, where the *Norfly* is on view. During the war Larsen won fame as the organiser of what came to be known as the "Shetland bus service," making about a hundred crossings of the North Sea, mainly in fishing boats carrying refugees, arms and Allied agents between Scotland and Norway. For his services he was awarded five gallantry medals, the C.G.M., the D.S.O., the D.S.C. and the D.S.M. with bar.

This latest crossing from Oslo in eight days was comparatively uneventful until the closing stages, when there was some quite rough weather. Once they were approached by a North Sea fishing smack and asked if they were in distress, but for the rest it was a lonely voyage and a comparatively quiet one.

JOURNEY'S END FOR THE NORTH SEA VOYAGERS: *Left*—Lief Larsen (wearing a knotted scarf) and his three companions seen on arrival at Wapping, having brought the 26-ft. aluminium lifeboat safely from Oslo. *Right*—Another view of the boat, showing her with mainsail and jib set. It was arranged that she should reach England in time to be placed on view at the Engineering, Marine and Welding Exhibition at Olympia. The lifeboat, being non-corrosive, requires no paint on her hull.



THE UNION JACK AND THE NORWEGIAN FLAG BOTH FLEW ON THE LIFEBOAT "NORFLY": *Left*—An overhead view showing the boat cutting through the water. The 10-h.p. engine gives a speed of five knots, and the boat can take forty-six people. *Right*—The vessel about to make fast in the Thames at Wapping. Standing in the bows is Harald Nicolaesen, of Norway, a colleague of Lief Larsen. The crossing from Oslo took eight days. The last time Larsen sailed to England was in the closing days of the war, when he completed one of his numerous adventurous trips as a member of the Resistance Movement.

THE LONDON MAMMOTH, BESTRIDING THE RIVER LIKE A COLOSSUS

USED FOR HEAVY LIFTS IN DOCKLAND AND ON THE TIDEWAY: This great floating crane, a familiar sight in the Port of London, is known as the London Mammoth. The crane lifts 150 tons, operating over a radius of 98 ft. It stands on a pontoon 209 ft. long by 75 ft. wide. This pontoon is driven by a twin-screw engine. Whenever really heavy lifts have to be accomplished the London Mammoth is called into action, and does its work swiftly and efficiently.

The Home News in Pictures

REPAIRING FLOOD DAMAGE on TWO COASTS

Reconstruction Work in Devon and on the East Coast; a New Reservoir in Essex; the Arbroath Pageant; Motor-racing at Goodwood; and Other Home News

ONE YEAR AFTER THE LYNMOUTH TRAGEDY—THE STRENUOUS WORK OF RECONSTRUCTION CONTINUES : A general view of rebuilding work in progress in Lynmouth, where the disastrous floods that took thirty-two lives, occurred just over one year ago. An ambitious plan is now in hand to repair the damage done by the floods. It is expected that this will cost £330,000 by the time that all repairs have been made. The new sea defences are now almost completed and with the coming of the spring-tide, they have had their first test. Many residents and visitors to Lynmouth gathered along the sea-wall when the tide was expected and anxiously watched the water rising along the sandbags which had been piled up to strengthen the sea wall. The precautionary measures proved to be successful and the water receded without incident.

THE PEOPLE OF LYNMOUTH ANXIOUSLY AWAITING THE COMING SPRING TIDE : The tide rose a good way up the sandbags that were used to augment the sea defences, but a stiff north-westerly wind prevented the sea from running over the defences and flooding the hotels and houses built along the sea-front.

REPAIRING FLOOD DAMAGE ALONG THE EAST COAST OF BRITAIN : This is part of the sea wall that is now being built at Breydon Water near Great Yarmouth, where the North Sea rushed in during the January floods this year. The reconstruction work on the wall, which was breached in several places, is expected to cost about £134,000. It was recently announced that the Government have accepted in full the recommendations for a coastal flood warning system which will come into effect on September 15.

LOOKING ALONG THE NEW SEA WALL AT BREYDON WATER, NEAR GREAT YARMOUTH : Already more than two-thirds of the sea wall has been rebuilt. The construction work along all the East Coast is proceeding steadily, and already farmers have announced that the first crops to be sown in fields that were under water will soon be ready for harvesting.

On left—

PREPARING THE GROUND FOR A MAN-MADE FLOOD—WORK IN PROGRESS ON THE SITE OF THE HANNINGFIELD RESERVOIR IN ESSEX : When it is completed this reservoir is expected to be the largest in Great Britain. Two large dams are to be constructed across each end of the valley and nearly 1,000 acres of land, now being farmed, will be flooded. Alternative accommodation is being found for the few people who live in the area. Among the houses that will have to be demolished to make way for the reservoir is Fremells—an Elizabethan country house which is reputed to have been one of the hide-outs used by Dick Turpin.

RECALLING SCOTTISH HISTORY—THE ARBROATH PAGEANT : A scene from the pageant showing the Lord Abbot reading the Declaration of Scottish Independence which this year was the theme. The pageant is an annual event and is held in the ruins of the twelfth-century abbey at Arbroath. This year there were five floodlit presentations given in the Abbey. The Provosts from twelve Scottish burghs attended a daylight presentation, and many ministers attended from churches in the area of Arbroath that had at one time been associated with the Abbey. The original signing of the Declaration of Scottish Independence took place at Arbroath in 1320, and, in the view of many historians, it marks Scotland as the oldest corporate nation in Europe. The Declaration took the form of a letter to the Pope asserting Scottish independence and reciting in eloquent terms the services which Robert Bruce, their King, had rendered to Scotland.

ANOTHER SCENE FROM THE ARBROATH PAGEANT : The Lord Abbot is seen preparing the Declaration for dispatch to the Pope. Seated on the throne (centre right) is Robert Bruce, King of Scotland. Arbroath Abbey was consecrated in 1197, but was allowed to go into ruin after the Reformation.

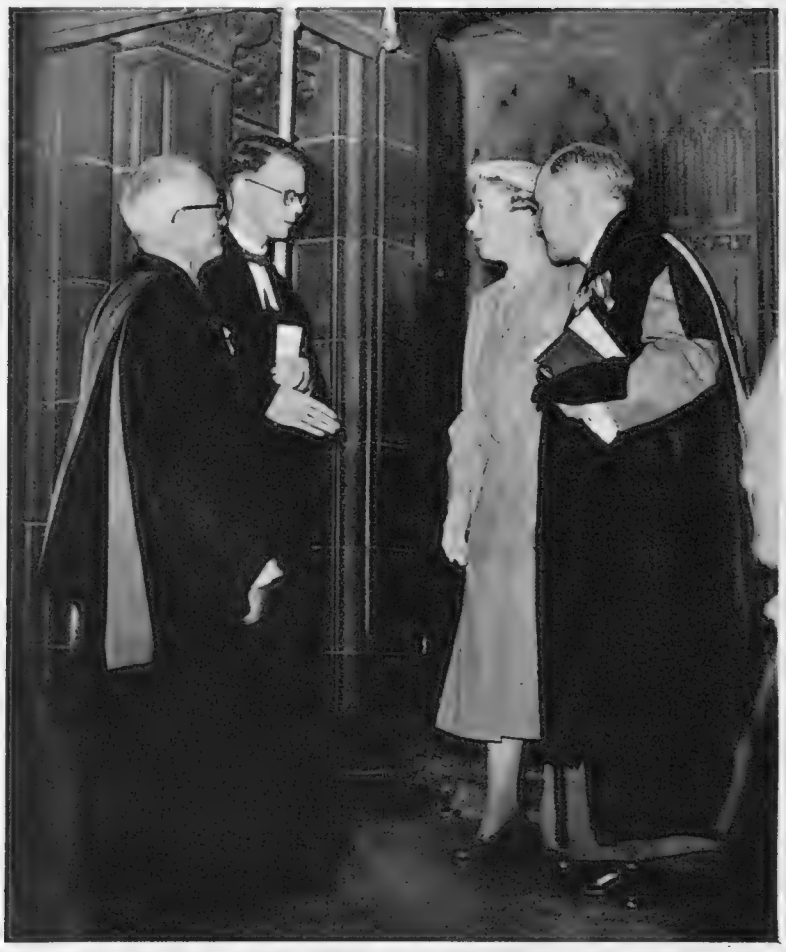
A MIDNIGHT VICTORY FOR REG PARNELL IN THE NINE-HOUR RACE FOR SPORTS CARS AT GOODWOOD : Parnell is seen at the wheel of the Aston-Martin as he flashed across the finishing line at Goodwood. Another Aston-Martin was second and a Jaguar third. Until the last hour it was confidently expected that the Jaguars would win, but then the leading Jaguar, driven by Stirling Moss, who had taken the lead soon after the start, dropped out, to be followed a few minutes later by another Jaguar, driven by Rolt and Hamilton. It was later announced that both cars had been withdrawn from the race for the same reason—lack of oil pressure. And so, within the space of a few minutes, the race that had looked a certainty for Jaguars was placed into the hands of Aston-Martin. From the point of view of the Jaguar teams it was a disappointing race, and the Aston-Martins, too, could not have been very pleased at so fortuitous a victory.

FOUR SOUTH AFRICANS PLAN TO SAIL ROUND THE WORLD IN A 15-TON YACHT : Seen on board the yacht, the *White Seal* at Flushing, near Falmouth, Cornwall, are from left to right : G. Greathead, P. Lagerway, W. Gibbs and G. Trobridge. The four men arrived at Flushing on the first stage of their journey, which they expect will take five years.

AN EXPENSIVE DEVELOPMENT PLAN FOR THE KENT COALFIELDS : This is a view of the Tilmanstone Colliery in Kent, which is to come under the development scheme. Among the developments planned in the scheme, which is expected to cost £7,000,000, is an entirely new coalfield which will be in production in 1963. At Tilmanstone a new electric winding system is to be installed and the underground workings of the colliery will be joined with those of the Snowdon Colliery—a move which has proved successful in other collieries. Experimental bores are now being made in St. Margaret's Bay, in an attempt to probe the vast coal seam which runs under the sea.

THE SEVENTH EDINBURGH FESTIVAL

The Opening Ceremonies and Some of the Productions Seen During the First Week of the Edinburgh Festival of Music and Drama



THE OPENING PHASES OF THE EDINBURGH FESTIVAL : *On left*—The Princess Royal talking with members of the clergy attached to St. Giles' Cathedral, Edinburgh, after the opening service. *On right*—The Provost, Sir James Miller, in the procession going to St. Giles' for the service. The procession to the Cathedral was a colourful affair, representative of all aspects of the professional and cultural life of the City of Edinburgh. As in past years it officially marked the beginning of the three-weeks Festival.

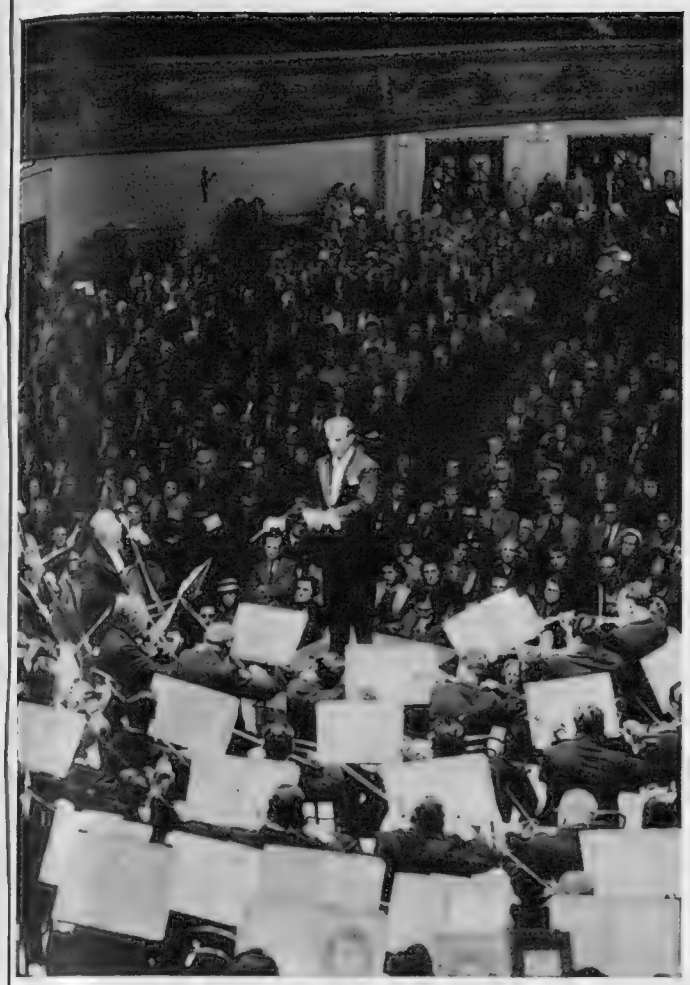
THE INAUGURAL SERVICE IN ST. GILES' CATHEDRAL : Standing in the pulpit is the Very Rev. Dr. Charles Warr, Dean of the Thistle and Chapel Royal. This year the sermon at the service was given by the Right Rev. Dr. James Pitt-Watson, the Moderator of the General Assembly of the Church of Scotland.

For the seventh year in succession Edinburgh has become the rendezvous for many thousands of music lovers and lovers of drama. The inaugural service in St. Giles' Cathedral was attended by the Princess Royal, who, with the Earl and Countess of Harewood, sat in the Royal pew. The ceremony started with a procession of city officers and dignitaries from the city chambers to the Cathedral. As the procession entered it was greeted with a resounding fanfare composed by Cedric Thorpe Davies, and sounded by trumpeters from the Royal Corps of Signals. For the first time since 1947 the sermon at the service was preached by the Moderator of the General Assembly of the Church of Scotland.

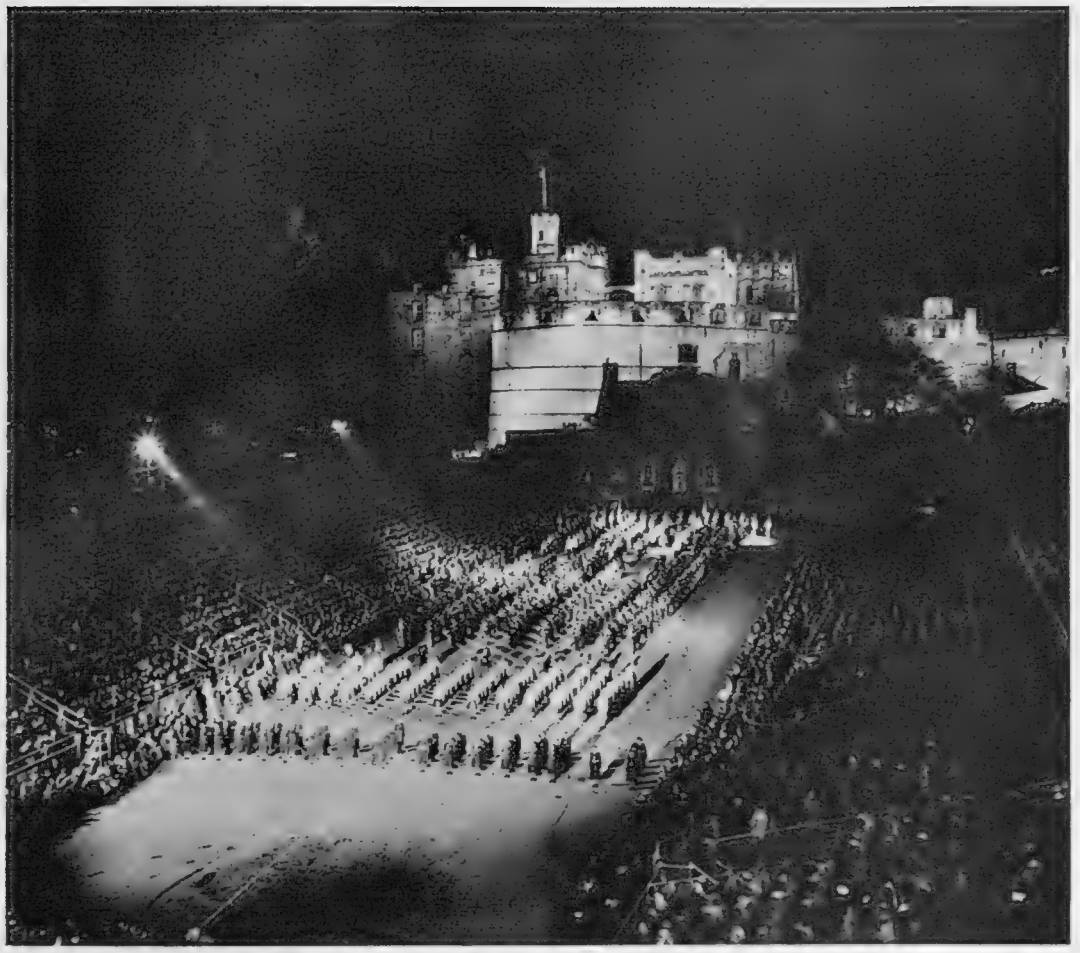
The artistic opening of the Festival was performed at the Usher Hall on the same day by the first of the visiting orchestras—the Rome Symphony Orchestra, conducted by Mr. Fernando Previtali.

WELCOMING GUESTS AT THE RECEPTION AND PRIVATE VIEW OF THE RENOIR EXHIBITION IN THE ROYAL SCOTTISH ACADEMY : From left to right are, Sir William O. Hutchinson, the President of the Scottish Academy ; Lady Hutchinson ; Sir James Miller, the Lord Provost, and Lady Miller. Shaking hands with the Lord Provost is Mr. Ian Hunter, the Artistic Administrator of the Festival.

THE COUNTESS OF DALKEITH IN EDINBURGH : With the Countess is Miss Ann McFarlane (right), the chairman of the Three Weeks Club for Women, which was opened by the Countess. The club is run by the National Council of Women and is open for the Festival.



THE OPENING CONCERT IN THE EDINBURGH FESTIVAL: Fernando Previtali is seen conducting the Rome Symphony Orchestra during their performance on the opening day of the Festival.



THE MILITARY TATTOO ON THE ESPLANADE OF EDINBURGH CASTLE: A spotlight picking out sections of the massed troops, which contained representatives of the Women's Services. A feature of the Edinburgh tattoo this year is the marching and pipe-playing of the Gurkha troops, who came from Malaya to take part in the Coronation procession and stayed to entertain Festival visitors to the tattoo.

THE CROWDED STAGE IN THE AUCTION SCENE OF "THE RAKE'S PROGRESS," BY STRAVINSKI: Among the members of the Glyndebourne Opera Company seen in this picture are Murray Dickie, who sings the part of the Auctioneer, and Nan Merriman (centre), who plays Baba the Turk.

DELIVERING THE EPILOGUE TO "THE RAKE'S PROGRESS," WHICH RECEIVED ITS FIRST BRITISH PERFORMANCE AT EDINBURGH: Stravinski's opera was performed at the King's Theatre, by the Glyndebourne Opera Company. The libretto is by W. H. Auden and C. Kallman.

"LA CENERENTOLA"—ANOTHER GLYNDEBOURNE PRODUCTION AT EDINBURGH: *On left*—La Cenerentola, sung by Marina de Gabarian, receiving the blessing from Alidoro (Hervey Alan). *On right*—La Cenerentola sadly sweeping the kitchen while her sisters receive court. The decor is by Oliver Messel and the opera is conducted by Mr. Vittorio Gui. Rossini's *La Cenerentola* has the same cast and production as when it was performed at the Glyndebourne Festival in June and July of this year.

T. S. ELIOT'S NEW COMEDY, "THE CONFIDENTIAL CLERK," AT THE ROYAL LYCEUM THEATRE, EDINBURGH: Left to right are Denholm Elliott, who plays the name-part; Isabel Jeans as Lady Elizabeth Mulhammer; and Paul Rogers as Sir Claude Mulhammer. The eagerly-awaited successor to *The Cocktail Party* tells a story of changelings and foundlings. Sir Claude and Lady Mulhammer have each had natural children before their marriage, but none since then. The lives of these children (and especially of Colby, the confidential clerk to Sir Claude), examined in the light of their hereditary characteristics, lead to many comic and dramatic situations.

ELIZABETHAN VERSE DRAMA AT EDINBURGH

T. S. Eliot's *The Confidential Clerk*; Shakespeare's *Hamlet*

The Edinburgh Festival is strong again this year in its offerings of new theatrical presentations. The two most eagerly-awaited productions are illustrated on this page. T. S. Eliot, in his new vein of verse-comedy, has written *The Confidential Clerk*, a play which, like *The Cocktail Party*, has left critics and audiences in doubt as to whether it is wholly frivolous, or whether there lies between the lines some deeper truth or significance, not fully understood after a first audition. Whatever were Mr. Eliot's intentions, the piece delighted the first-night audience with its comic invention and with the fine acting of Isabel Jeans, Margaret Leighton, Denholm Elliott, and Paul Rogers. The play deals lightly with the problems of heredity, making the point that only the genius can succeed outside the career for which natural talents have fitted him.

The Edinburgh *Hamlet* is performed upon an Elizabethan-type platform stage, but the difficulties of production have been overcome by the producer Michael Benthall's mastery of stage technique. Interest centres on the two young people playing Hamlet and Ophelia. Richard Burton has been occupied in Hollywood since his stage success in *The Lady's Not For Burning*; Claire Bloom follows her enormously successful Juliet at the Old Vic.

DENHOLM ELLIOTT AND MARGARET LEIGHTON: One of the many serio-comic situations comes when Colby realises that he is half-brother to Sir Claude's ward, with whom he is near to falling in love.

THE RETIRED CONFIDENTIAL CLERK: Alan Webb (on left) plays the amiable old retired clerk to the financier. On the right are Isabel Jeans and Paul Rogers, as Lady and Sir Claude Mulhammer.

"HAMLET" AT THE EDINBURGH FESTIVAL: *Above*—Claire Bloom as Ophelia and Richard Burton as the Prince of Denmark in Michael Benthall's production at the Assembly Hall, Edinburgh. *On left*—THE DUEL SCENE: Laertes (Robert Hardy) and Hamlet (Richard Burton) fight their last duel. Both Claire Bloom and Richard Burton have found fortune in Hollywood (she as leading lady in Charlie Chaplin's last film); and both are to appear at the Old Vic in *Hamlet*, after the Edinburgh Festival, when the new season begins on September 14.

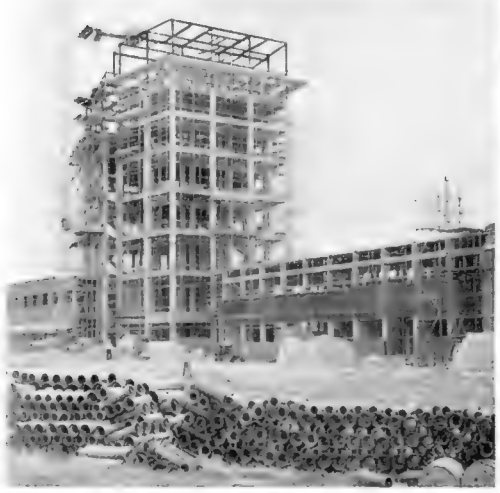
BUILDING THE NEW LONDON AIRPORT

Work in Progress on the New Hangars, Offices, Control Tower and Tunnels Which Will Make London Airport the Most Up to date in the World

Probably the most important of the buildings now being erected at London Airport are the four large and spacious hangars that are being built for the B.O.A.C. Although they are referred to as hangars, this new building will be much more than this. B.O.A.C.'s experience of dispersal forced upon it by wartime conditions showed very clearly that there was very little to be gained from it, and, indeed, that it had many disadvantages. The new building will enable the Corporation, for the first time in its history, to have its hangars, workshops and offices designed to suit its requirements. The building will be 840 ft. long, 430 ft. wide and have an overall height of 100 ft. Within the hangar there will be located all the workshops that are needed to maintain the aircraft which will use it, as well as the office space needed to keep such a large organisation running. When it is in full operation, it is expected that about 3,200 people will be employed in the hangar at one time during the peak periods. If shift work is taken into consideration about 4,000 people, or one-quarter of the B.O.A.C. staff throughout the world, will find employment in the one building.

Another important development, one that is now nearly completed, is the system of tunnels running under the airfield. The tunnels have had to be built because the new buildings are separated from the main London-Bath road by a series of runways. All traffic coming from and going to the new offices will travel by way of the tunnels, which comprise four parallel and separate roadways, each enclosed in its own tube. The two outer tubes are for pedestrian and cycle traffic, and the two main inner tubes are for motor traffic. These tunnels will be in operation next month.

AN AMBITIOUS RECONSTRUCTION PROJECT AT LONDON AIRPORT—LOOKING OUT OF ONE OF THE MAIN DOORS OF THE EAST HANGAR PEN : The new hangars which are now being built at London Airport are only part of the rebuilding scheme which is being carried out for the B.O.A.C. There are also the tunnels running under the airfield and other great buildings, such as workshops and administration offices and a central control tower.



THE SKELETON OF THE ADMINISTRATIVE BLOCK AND CONTROL TOWER AT LONDON AIRPORT : The brickwork of the block, which is being built below the control tower, is almost completed.

WORK IN PROGRESS ON ONE OF THE GIANT SPANS OF A HANGAR DOOR : The spans are of the counter-balance cantilever design, the weight at each end helping to support the heavy load in the centre.

THE MAIN ENTRANCE TUNNEL BUILT UNDER THE AIRPORT : A B.O.A.C. Constellation aircraft is seen on the taxi track immediately above the tunnel. The tunnels, which will link the airport buildings in the centre of the airfield with the main traffic highway, are almost completed, and will be in use by October this year.

THE GREAT DOORS OF ONE OF THE NEW HANGARS : The doors are constructed of aluminium and will be power-operated. This is the east hangar pen.

THE LAST DAYS OF SUMMER

The Scenic Glory of the Backs at Cambridge

THE CAMBRIDGE SCENE DURING THE LONG VACATION: St. John's College overlooks the peaceful setting on the Backs as the summer draws to its close. The tennis courts in front of the College and the croquet lawns on the left are deserted; and while the undergraduates are on vacation even the Cam would remain undisturbed but for the families of the dons and visitors to the city.

Below—

UNDER THE WEEPING WILLOW OF QUEENS' COLLEGE: The view across the Cam from Queens' Grove, with the Mathematical Bridge, which links the two parts of Queens' College, on the right. Though the punting of young holiday-makers may not be entirely orthodox, their enjoyment of the Backs in the late summer remains undiminished.

PERSIA RETURNS TO NORMAL

GENERAL ZAHEDI TAKES OVER IN TEHERAN AFTER THE DAYS OF RIOTING AND BLOODSHED

THE SHAH AND A FAITHFUL AIDE : The Shah is seen in the grounds of his Teheran Palace on the day after his return standing with General Nazeri, the Commandant of the Imperial Guard. It was Nazeri who took the Shah's decree of dismissal to Moussadek, who imprisoned him. General Zahedi released Nazeri as soon as he staged his successful coup, and the Shah, on his return, then promoted him from Colonel to General.

After a week of uncertainty in which the new Persian Cabinet took stock, after taking one glance into the Treasury left bankrupt by the Moussadek regime, it became apparent last Sunday that Persia wanted to resume relations with Britain. Amidi Noury, a Persian Government spokesman, went so far as to say that "Restoring relations with Britain is the one thing ever on our minds." Meanwhile British oilmen are talking about going back to Abadan, and workers in that now derelict oilfield are clearly anxious for the return of the old order, for at Abadan only one refining bench is now working out of nearly forty. This has been kept running to supply Persia's domestic fuel needs. The output is at present 1,000,000 tons a year, whereas once it was 40,000,000 tons. Looting at Abadan has been on a prodigious scale, so if and when Anglo-Iranian does resume operations there will be an immensity of work to be done before full production is reached again.

As regards conditions in Persia generally, the pro-Moussadek forces are at the time of writing quiet enough, and the plans are going forward to place the ex-Premier on trial for high treason.

GENERAL ZAHEDI SITS AT THE HEAD OF HIS NEW CABINET : Persia's new master (centre) with his colleagues as they discussed the all-important question of financing their country which Dr. Moussadek brought to the verge of bankruptcy. Asked whether the Persian Government would accept help from the Soviet Union, the Shah declared on his return that "it would accept help from anyone." A few days later came news of a more pro-British line of thought, and the question of reopening Abadan was being freely discussed.

THE SHAH'S SUMMER PALACE AT SAADEBAD, NEAR TEHERAN : This magnificent colonnaded and white-walled palace is the Shah's favourite home. It is surrounded by pine woods and stands at the foot of the Elburz Mountains, which in winter are often snow-capped.

A REMINDER OF THE DAYS OF TURMOIL : *Left*—A tank guarding the entrance to the Shah's Teheran Palace. General Zahedi is evidently taking no chances that a second coup will be staged against his Imperial master. *Right*—The broken statue of the Shah's father lying at the foot of the pedestal from which it was torn by supporters of Dr. Moussadek. A portrait of the Shah has been fixed to the pediment. An equestrian statue of the Shah's father was also dragged to the ground.

AQUILA AMONG THE MOUNTAINS: The Emperor Frederick II thought it would make a capital for Italy, and he built a fine palace there, but death cut short his projects. Aquila is a good centre from which to explore the Abruzzi.

OFF THE BEATEN TRACK IN ITALY

Easily Reached, but Seldom Visited are Many Interesting Minor Art Towns and Cities; Aquila, so Nearly a Capital; Sulmona, the Town of Ovid; and Ravenna, a Storehouse of Early Christian Art

By GORDON COOPER

NOT least of the joys of travel is that which comes from personal discovery. Sometimes, for instance, I have found myself in some Italian town whose name even I had hardly known previously, and there experienced the delight to be derived from the totally unexpected, whether it be in people or things. But Italy is outstanding in this respect, for no other country has fewer uninteresting places or more interesting ones.

Take Aquila, which is a pleasant two hours' motor-bus run from Rome—longer by train. Beautifully situated on a rocky platform in a plain surrounded by mountains, this town is the most remarkable of the many memorials of the great Emperor Frederick II. His idea was to make it the capital of Italy, one of the most important places in the world, and he built a grand palace here. But death cut short his projects, and left only the skeleton of his intentions. Yet, the visitor to-day will find much to interest him, including a number of fine churches, nearly all in romanesque or renaissance style.

Aquila also makes a good centre from which to explore the province of the Abruzzi, which still retains much of its ancient simplicity of life amongst its inhabitants. An interesting town is Sulmona, the birthplace of Ovid, where there are some superb medieval buildings and where in certain humble inns you can drink a cooked wine, known as *vino cotto*, which, I should add, is extremely potent. Then there is the small town of Scanno, which has not changed much through the centuries and where on Sundays the local women don as fine native costumes as can be seen anywhere in Italy. Not far off is the National Park of the Abruzzi, while close to Aquila is the Gran Sasso, both excellent districts for the walker and the mountaineer. A feature of some of the villages is their handicraft-work. In Pescocostanzo, for instance, the inhabitants are famous for filigree work in gold and silver.

Often I feel in these days of restricted foreign travel—and here I refer mainly to the time factor—that many newcomers to Italy get mentally swamped by what they are expected to see and to understand in a matter of days. This especially applies to the major art cities, such as Rome, Florence and Venice. In all three, mental indigestion is the rule; and I wonder whether an easier and fuller appreciation of a minor art city might not be more satisfying.

Three favourite centres of mine immediately spring to mind in this connection: Perugia, Ravenna and Bari. Perugia is often called the "empress of hill towns," and from its high-built battlements and church towers the enraptured eye can sweep a circuit of the Apennines unrivalled in its scope; Assisi, Spello, Spoleto, Trevi—all are within range of vision, while the beautiful Umbrian plain spreads at the spectator's feet. Apart from its wonderful views, of which Dante wrote in his *Paradise*, this hill-top city offers many other attractions, not least being that it is cool in summer, whereas the cities and the towns on the plains of Umbria and Tuscany can be suffocatingly hot.

Perugia, too, is easy to understand. Its history is interesting, but not complex; its compact size makes sightseeing easy; and as a centre for first-class excursions it is almost unrivalled in Italy. In the town itself, there is one of the most perfect Gothic palaces to be found in the country, and the nearby thirteenth-century fountain, with its lovely statuettes and bas-reliefs, is without a peer.

But my list of the artistic joys to be found in Perugia has only just started, for I must add as being of outstanding importance the frescoes by Perugino in the Cambio, the great altar piece by Pinturicchio, as well as other distinguished paintings, in the National Gallery of Umbria, the marvellous structure of the Arch of Augustus, whose foundations date from Etruscan times, the façade of San Bernardino, and the Church of San Pietro de' Cassinensi, remarkable for its exquisitely carved and inlaid choir stalls.

Not far from Perugia is the Grotto dei Volumni, containing the finest Etruscan necropolis in existence; while further afield, but within daily excursion reach, are Assisi, Orvieto, Montefalco, Todi and Gubbio, all places of outstanding historical, artistic and scenic appeal. In no part of Italy can a fortnight be better or more enjoyably spent than in Umbria.

Next I bring you to Ravenna, the richest house of early Christian art. Her churches sparkle with a profusion of the richest decorations, and her great monuments are such as the whole world cannot equal. From the fifth to the eighth centuries after Christ, Ravenna was the capital of the ancient Western Roman Empire, the seat of government of the Gothic kings, and afterwards of the Exarchs or Viceroys of the Byzantine Emperors. It was in this city, too, which lies not far from the loneliest and most desolate shore in Italy, where the vast monotony of the Emilian Plain fades away at last, almost imperceptibly, into the Adrian Sea, that Dante has found rest for time and eternity—the goal of many a pilgrimage.

It is hard to believe that any civilised man could visit the churches of Sant' Apollinare Nuovo, Sant' Appolinare in Clase, and San Vitale, along with the Mausoleum of Galla Placidia and the Baptistry of the Cathedral, and not feel rewarded a thousand times for even the longest of journeys. For here are the finest mosaics in existence, supreme triumphs of the decorator's art. Nowhere else can you find such dazzling effects, which are even more remarkable when one considers that these veritable caskets of jewels show not the slightest appearance of age.

Recently I returned to Bari and made a fairly thorough exploration of the Province of Apulia. This part of Italy is far too little known, yet it is not difficult to reach, for by express train you can arrive there in about twelve hours from Milan, eight hours from Rome. There is comfortable hotel accommodation in the city, which, I suggest, should be used as a touring centre, for except in Trani, where there is one of the newly-built "Jolly" hotels, the other surrounding towns can only provide mediocre board and lodging. Fortunately, there is an excellent network of rail and motor-bus services.

Of Bari itself, a magnificently situated seaport, the outstanding monument is the great Church of St. Nicholas (our Santa Claus). Here we have a twelfth-century basilica, very nobly planned, and boasting a wonderfully carved doorway and windows, capitals and precious marble columns with lion bases. I was fortunate enough to be present during the Feast of St. Nicholas, which was attended by thousands of most devout peasants, who, old and young, knelt their way from the piazza outside the church into the interior and to the saint's shrine with an amazing display of devotion. Many of them even drank water, which is said to be mingled with *Manna di S. Nicolà*, an oil which exudes from his holy body and which is collected from his tomb by means of small sponges. Elaborate processions and pageants, along with a display of fireworks, combined to provide one of the most colourful festivals in Europe. Then there were always the winding streets of the old town, full as all Southern Italian cities are of a vibrant life, along which I wandered by the hour, feeling that here the word "boredom" has no meaning.

Trani, Barletta, Andria, Ruvo, Bitonto, Bisceglie and Altamura were some of the medieval towns I visited from Bari, each with its magnificent cathedral and churches, many of them dating back to the twelfth, century. Then there was the Castel del Monte, perhaps the most wonderful and original structure of its kind in the world, and built, as all the castles were in this part of Italy, by that greatest of castle creators, the Emperor Frederick II. Nor must I forget journeys made to the battlefield of Cannæ, to the Caves of Castellana, as outstanding as any in Europe, and to that strangest of towns, Alberobello, with its unique *trulli* or beehive houses.

"The Florence of Apulia" is one description given to Lecce, one of the most charming and beautiful towns in Southern Italy. Cool and quiet, set amidst gardens and orchards some eight miles from the Adriatic, it is full of antiquities, interesting churches and works of art. Although there is a Greek theatre and a Roman amphitheatre, the town gets its character from its seventeenth-century palaces and churches. Outstanding amongst the latter are the Church of S. Croce, with its fanciful baroque façade, and the Church of SS. Nicolà e Cataldo, built by the Norman Count Tancred in 1180, and lying beside the Campo Santo, with its garden of flowers set about with dark cypresses.

Finally, I would like to draw attention to some which are situated in the north: Pavia, Bergamo, Brescia, Cremona, Parma and Mantua. None of these places is at all difficult to reach, but just because they do not lie dead on an autostrade, fortunately, people usually rush past them. I don't suppose, for instance, that one tourist in 10,000 who visits Milan ever thinks of making the short journey by bus to the Certosa of Pavia. Yet, there is no other building in Italy which leaves upon the mind a more enduring impression of bewildering sumptuousness. With its wealth of ornamental work about its façade and its cloisters, this great monastery forms a perfect museum of sculpture—an epitome of Lombard art.

Bergamo's lower town through which most visitors might pass is of no special interest, but ascend to the upper town and one finds a medieval paradise. Around one small square are such gems as the Palazzo Vecchio, the grand romanesque basilica of S. Maria Maggiore, and the adjoining Cappella Colleoni, a gem of early renaissance art. Nor should the Carrara Academy be missed, for it houses one of the richest art collections in Northern Italy.

RAVENNA, A ROMANTIC TOWN OF BYZANTINE ASSOCIATIONS: The basilica of St. Francis is one of many famous buildings in this most rewarding city so beloved of Byron. From the fifth to the eighth centuries after Christ, Ravenna was the capital of the ancient Western Roman Empire.

Not far from Bergamo is Brescia, with several interesting monuments, one being a highly successful experiment in modern town planning as shown in its Piazzadella Vittoria. Cremona, famous for centuries for its violins, has one of the finest towers in Italy, the Torazzo, which with the adjoining cathedral and the Palazzo del Commune, combine to offer one of the outstanding squares of Europe. An hour or two should suffice in this town, but a day or two might well be devoted to Parma, some miles to the south-east. For this is the birthplace of Correggio, and here you can see some of his finest paintings. The cathedral and the baptistery, as well as some other churches, are also of outstanding interest, while the town is famed for its cuisine. And Mantua, "La Gloriosa," the home of Virgil, who celebrated the place in his *Georgics*, is especially renowned for its ducal palace and its Castle of St. George, in the latter being some of Mantegna's most exquisite frescoes.

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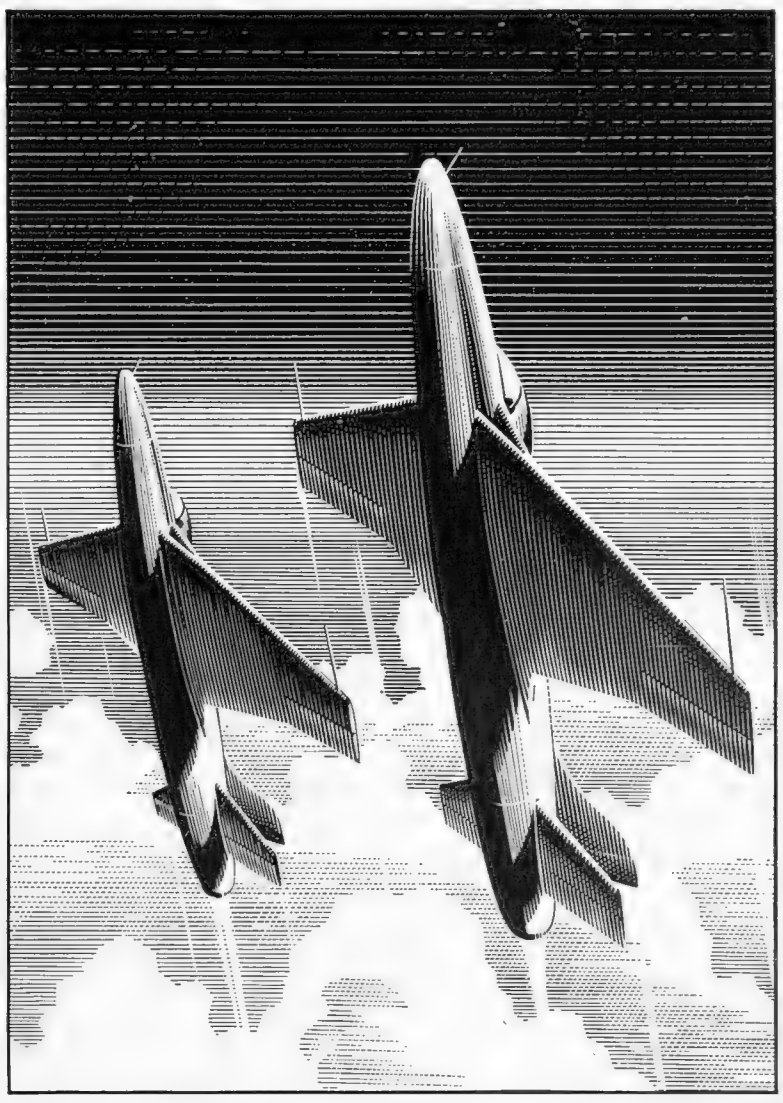

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S.40.R

The World of Books—By VERNON FANE

A CLOAK-and-DAGGER COLLECTION

This Week the Accent is on Books About Espionage and Crime and Detection

ONE remembers that after the First World War Sir Compton Mackenzie wrote a book which got him into a certain amount of trouble for revealing things which happened in what was known as the Intelligence Service during that war. No such inhibitions appear to have bothered the authorities after the last one, for since then there has been a flood of memoirs and stories by ex-agents who were engaged in the hazardous business of espionage Most people will have heard of the O.S.S. which, under the direction of "Wild Bill" Donovan, was the American counterpart to our own Secret Service.

In THE SCARLET THREAD (Verschoyle. 15s.), Mr. Donald Downes tells us that when America entered the war she had not much of an organisation of this kind, and in the teeth of inevitable bureaucratic frustrations deriving from the State Department and the F.B.I., the O.S.S. was formed. Having been working for the British from the word go, Mr. Downes was co-opted, and with his accumulated experiences of Eastern European countries and the Middle East in general, found himself drafted to North Africa.

Taking as his text the story of Joshua and Rahab, Mr. Downes proceeds to unfold the usual story of agents, counter-agents and all the picturesque and hazardous adventures of what, I believe, are still known as the Cloak-and-Dagger Boys. But there is even greater interest in some of the other things which Mr Downes has to say. For instance, he does not mince words on Spain's collaboration with Axis Intelligence, nor does he lack emphasis in his comments upon the Darlan-Giraud affair in North Africa. His picture of the horrors of the Vichy concentration camps there, his strictures upon certain French Generals, whom he names, as well as upon certain members of the United States Diplomatic Service, are vigorous and at times almost hair-raising.

He has some grim things to say of how the Partisans, both of France and of Italy, were grievously let down and the promises to them unfulfilled by both the American and British Governments. It is said that this book was turned down by several American publishers for fear of political reprisals, which doesn't surprise me. Mr. Downes is a journalist now living in Rome. I feel I should like to meet him and shake him by the hand.

There is an American business man who, on an impulse, is able to tell his secretary to fetch out his private aeroplane, to call Jake at his fishing lodge up in Maine, to telephone his wife and then go off; or, alternatively to tell his secretary to get reservations, tickets and everything else, for he is leaving for Europe that night. There is his wife, a sleek, streamlined, beautifully-dressed, very busy American woman, full of committee meetings, social affairs, all the business of hairdressers, clothes and dabbling on the fringes of intellectual pursuits, running tame poets and playwrights, and all that sort of thing. In a moment of exasperation he tells her that it is her job to run the house, which immediately causes a break, and is apparently sufficient to make her take steps to break up the marriage. Take a remote Highland glen with an eccentric retired Colonel, with a good salmon river, grouse moors, deer forests, and all the etceteras as well as a dumpy, unattractive daughter. Then there is a niece living in an adjoining glen: a ravishing auburn-haired beauty, chieftainess in her own right, and carrying on an implacable and centuries-old feud with the lordling of yet another clan living in another glen.

DIGBY, by David Walker (Collins 10s. 6d.), tells how the American tycoon, Digby P. Ross, lands at Prestwick, and in his vast Cadillac precipitates himself into this Highland department of fun and games. Being a personable forty years of age, he quickly falls for the chieftainess who, although proud and arrogant, is also accommodating, with adulterous results. As such happenings, even in Highland glens, are apparently not hid from American columnists, his wife takes the next plane and joins in the Highland Fling. She, of course, falls for the lordling, who is a stunt pilot and war hero in his own right, and loves to beat up the local glens and all its monarchs in his ramshackle aeroplane. Eccentric Colonel Galbraith, who spends most of his time reading Damon Runyon, insulting the citizens of the United States and talking interminably about India, thinks it can all be sorted out by pairing them off. Indeed, there are a good many pairings off at the end of this comedy, but not on the lines which the Colonel expected. They are all broad comedy types, not to be taken too seriously,

A WELL-DRESSING CEREMONY IN DEAN'S YARD, WESTMINSTER: Dr. Adam Fox, the Archdeacon of Westminster Abbey is seen blessing the well-dressing, which was erected by men of the village of Tideswell, in the Derbyshire Peak District, to help in the Abbey Appeal Fund. The dressing, the main picture of which depicts the Abbey, has been fashioned from flower petals, mosses and other plants found in the Peak District.

and the action at times develops into farce; sometimes hilarious farce. I found it very funny, but I fear that there are people north of the Border and west of the Ambrose lightship who may not agree with me.

Why not, for once, let a publisher's blurb speak for itself? THE CHARIOT, by Francis Stuart (Gollancz. 12s. 6d.), "is the story of a prostitute who is saved by the love of a good man. Almost the oldest theme in the world! But to state it baldly like that is to give no hint of even the nature of this novel, and still less of its quality. It is a kind of dream, a grave and touching dream of innocence. It makes an immediate human appeal which is wholly delightful." That, of course, is a matter of opinion. Certainly a group of distinguished critics have spoken most handsomely of this author's work, comparing him, indeed, with Dostoevsky, and using words like "the endowment of physical and moral violence with spiritual intensity and meaning." All this might be unfair to Mr. Francis Stuart who, without all this brouhaha, might be said to have written a fairly workable novel on a very old theme and one which does not displease, nor harrow, nor distress the reader unduly. Those who like stories of the saving of prostitutes by gentlemen with literary aspirations will like this one very much.

"Ferdinand Haverman was a bachelor. He lived with his niece, a housekeeper and several servants in a large house standing in a well-kept garden on the outskirts of a Flemish port. The house was comfortable, although ordinary, typical of those built at the beginning of the century." This opening of DAUGHTER OF THE HOUSE, by Edith de Born (Chapman and Hall. 12s. 6d.) states the case. The niece grew up, starved and stunted by his indifference until a convenient marriage disposed of her Into the house comes another young girl, adopted by Haverman, and upon whom he lavishes all his love and affection. War comes the country is occupied, and all the frustrations and hazards of life under an occupation begin to take their toll. Then, in the background, but omnipresent, is the discarded but by no means disposed of niece.

The character of Aloysia the adopted child, is beautifully and tenderly observed, and in the unfolding of her story Madame de Born evokes compassion for her and even for those human forces working against her Even the happy ending has a ring of truth about it, for the author has proved herself a novelist of exceptional quality.

All good adventure stories should begin with a bang, and what better bang could one have than a full-blooded naval action in the last war, in the Java Seas, in which a British destroyer gets badly damaged but limps fairly triumphantly out of action. EURYDICE, by Taffrail (Hodder and Stoughton. 12s. 6d.), is such a story, and none better than Taffrail can do just this.

With only the youthful Lieutenant George Acton in command, the badly damaged *Eurydice* made landfall at a small island roughly circular in shape and about a mile across. It turned out to be inhabited by one white man, a Dutch trader, who proved to be co-operative, together with a handful of friendly natives and not the smell of a Jap. But the Japs have the long ears of excellent communications, good intelligence and the ability to deal with little episodes of this kind. So it was not long before the remnants of this gallant little ship's company were having to fight it out in fierce battles on land and sea, through every kind of adventure, which Taffrail knows so well how to tell.

I have a friend who, when she goes to France, which she does as often as she can, makes straight for the nearest bookshop or bookstall and demands the newest Simenons. The wrapper of the latest to be translated into English, AUNT JEANNE (Routledge. 8s. 6d.), tells us that Simenon writes eight novels a year and has done so for the last twenty years

Well, I tackled this one and couldn't find Maigret anywhere. Nor was there a murder, nor any smell of detectives, nor of the police. It all begins with a suicide and a picturesque character called Aunt Jeanne, who sets about the suicide's family in a thoroughly business-like manner, and in doing so achieves a story which might have been written by Mr Julien Green in one of his more expansive moments, that is to say, if Mr. Green could be persuaded to be as explicit in his attitude to French provincial life.

HE SLEPT AT THE MICROPHONE

The War Adventures of William Holt

There cannot be very many men who have fallen asleep at the microphone when broadcasting, and surely unique amongst them is the man whose seven-second silence in the presence of his vast, unseen audience was interpreted as evidence of strong emotion. This was indeed the experience of William Holt, wartime broadcaster and publicist, who in his latest book, I STILL HAVEN'T UNPACKED (Harrap. 12s. 6d.), gives his vivid impressions of Britain at war, and, in particular, gallant London in the midst of the blitz, when he, like many another, had good reason for going to sleep on the job, for propaganda broadcasting, no less than gunnery, was a round-the-clock affair. Now the Second World War is not by any means a popular literary theme these days; we are still too much on top of those events which robbed us of almost one-tenth of a life's span. William Holt, however, recaptures those perilous years, the busiest days of his life, as he calls them, and he reveals civilian Britain at war in a way no other writer has succeeded in doing. He sensed the nation's greatness at a time of crisis, and that was no doubt the secret of his success as a broadcaster, as it is of his success as an autobiographer. *I Still Haven't Unpacked* is a very worthy sequel to *I Haven't Unpacked*.

Accounts of famous and infamous trials, so often serialised in the Sunday Press and so obviously acceptable for general reading, are sometimes presented upon the special pretext of their significance in legal history, and the learned author is at pains to examine them in this light. Jack Smith-Hughes, of the Inner Temple, barrister-at-law, does not worry himself overmuch about such assessments, preferring simply to delve into the legal past and bring out for public enjoyment some of the juiciest morsels. EIGHT STUDIES IN JUSTICE (Cassell. 15s.) is a collection of notorious murder trials covering a long period of British and French justice, from 1743 to 1934. Here is, indeed, a gruesomely mixed bag, including the trial for murder of two body-snatchers who hawked the corpse of a fourteen-year-old boy round London trying to get a good price for it. The chapter entitled "Republican Justice" is a detailed examination of the Affaire Stavisky, which rocked the Third Republic between the wars and indicated to the world the extent of corruption in French politics. The author examines in particular the story of the Parisian judge, M. Prince, who held the key to the Stavisky business, and was apparently lured out of Paris, drugged, tied to a railway-line and left to die in a spot named Combes-aux-Fées (Fairies' Dell), three miles outside Dijon. The world thought that Prince was murdered because he knew too much. Now it seems more likely that, hard-pressed on all sides, he lured himself to Dijon and staged his own death in these deeply dramatic circumstances. The scandals surrounding the name of Stavisky, which caused riots in Paris, implicated many leading members of the Radical Party, and Prince's death added fuel to the flames of public anger, but the author notes, not without a hint of cynicism, that the Radical Party was as resilient as ever and was soon continuing to provide its quota of French Premiers to meet the unceasing demand.

Colonel P. T. Etherton has a flair for travel and the adventure which it invariably yields him. He is not a brilliant writer, but his books, conversational in tone and with rather the air of an after-dinner talk, reflect his enthusiasms. ON EITHER SIDE OF THE EQUATOR (John Long. 16s.) includes an account of months spent with the descendants of Genghis Khan in the Heavenly Mountains of Central Asia, and a Zeppelin trip to Rio in company with the celebrated Dr. Hugo Eckener. Perhaps the best story of all relates to a visit to a sacred Muslim shrine in South-West China, where only six white men have ever been.

Tremendous advances in astronomy and drastic changes in our concepts of the structure of the universe have taken place since Eddington and Jeans produced their popular works over twenty years ago. Using atomic physics and spectrography, astronomers have pierced deep into the mysteries of the cosmos. In STARS IN THE MAKING (Eyre and Spottiswoode. 25s.), Cecilia Payne-Gaposchkin, Phillips Astronomer at Harvard University, summarises for the reader all this new knowledge and at the same time gives the general conclusions she has reached after over twenty-five years of astronomical research.

Mr. L. Hugh Newman runs a butterfly farm at Bexley, and a fascinating occupation it seems to be. Thousands of butterflies and moths are bred at Bexley each year. Some are needed by collectors, some for medical research, and yet others (in great numbers) to combat the spread of weed. Mr. Churchill apparently ordered 500 Peacock caterpillars in 1947 to add to the charms of Chartwell. Mr. Newman describes his work and his experiences in BUTTERFLY FARMER (Phœnix House. 16s.). He writes as a serious naturalist, but he has an engaging style and it is easy to understand how he has won himself a popular following on the B.B.C., "bringing nature into the homes of the people."

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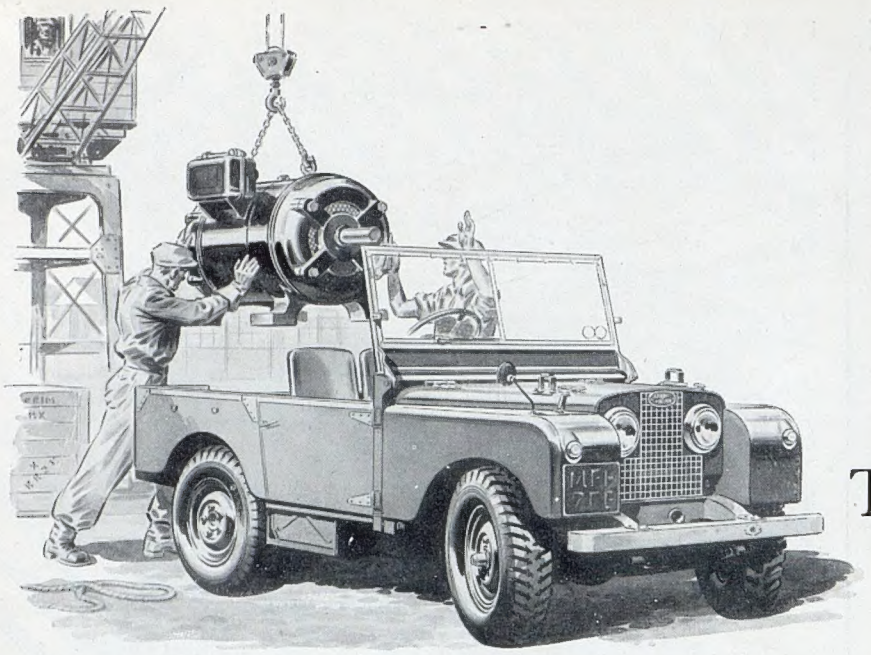

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